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DIECAST

COLLECTOR

THE UK'S ONLY DIECAST MAGAZINE

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80+

New releases from Corgi, Oxford Diecast, GT Spirit, Solido and Ixo, plus handbuilt, construction, trucks and farming replicas reviewed inside

NEW MODELS

ALL THE LATEST
COLLECTING NEWS



PLUS

- The Standard Vanguard
- Workbench • Lancia 037
- Desert Island Diecasts



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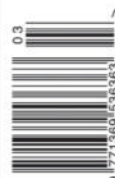
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The story behind one of France's favourite family cars.

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DIECAST COLLECTOR

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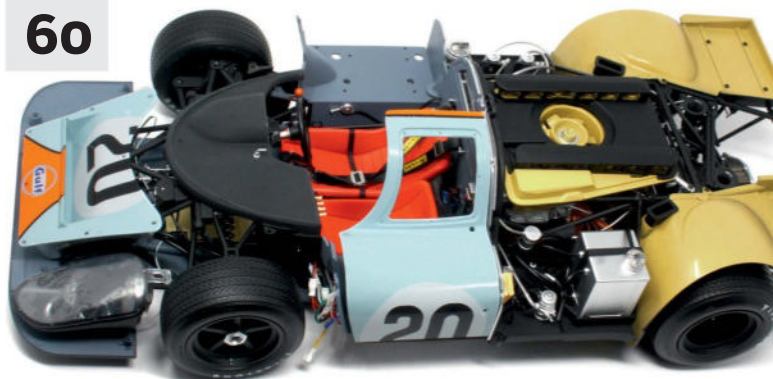
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FREE GIFTS WORTH OVER £20 WHEN SUBSCRIBING

Turn to page 7 to find out more...

News & Events

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

PREPARE FOR AN IMPRESSIVE LANDING FROM CORGI



THROUGH Michael Clegg's excellent *Diecast Diaries* blog on Corgi's website, development images of the stunning new 1/48 scale tooling of the second generation Hawker Siddeley/British Aerospace Harrier have now been released into the public domain. And what an absolute stunner this is going to be.

Marking a significant development in the history of this magnificent aircraft, the Harrier II may have shared many operational and visual similarities with its famous VSTOL predecessor, however, this was a very different aeroplane altogether and owed much to America's McDonnell Douglas Corporation. Essentially, this new generation of Harrier was a completely different aircraft, a much more capable aeroplane in every respect and a space age development on this now familiar VSTOL theme. The programme was intended to unlock the undoubted potential possessed by the original Harrier, address all of its operational shortcomings and turn it into arguably the most versatile attack aircraft in the world, one which could go anywhere and perform almost any offensive role. From a UK military perspective, the programme would eventually result in the introduction of the much more capable Harrier GR.5 in 1987, with additional successive upgrades over the next couple of decades ensuring the Harrier maintain its position as one of the world's foremost strike/attack aircraft.

With its high metal content, the new Harrier is a stunning addition to Corgi's growing 1/48th scale post war jets range and a faithful scale representation of this famous fighting aeroplane. The image shown here is the first time that metal, plastic and clear parts have all come together. Packed with detail and features, notably the different engine nozzle positionings for hovering and standard flight modes. In addition to some of the many other components, this impressive new model has within the tooling, the material used to replicate the Harrier's tyres is a new compound, which has some play in it to give the impression of scale weight.

Still at quite an early stage of development, the team will now be poring over the engineering sample, assessing every aspect of its fit, finish, detail representation and shape accuracy, to check if everything has translated from design file to manufactured components as intended and indeed if any improvements or modifications are needed. Clearly, at this stage, the tooling is still in its development phase and as such, may well and usually is subject to future modification. Two other aspects worthy of mention at this stage are the variety of nose sections being tooling up and the most impressive array of weapons and stores options that the tooling includes.

Visit the *Diecast Diaries* pages at uk.corgi.co.uk/community/blog-and-news for more information and imagery. Here you can also sign up for regular updates and future editions of Michael's brilliant blog. ■



MORE MERCEDES MODELS BY NZG

NZG has confirmed the release of a trio of superb new Mercedes-Benz road vehicles - the Citan, T-Class and EQS with lighting, all in 1/18 scale.

Mercedes-EQ EQS (No 1021/55) comes complete with working lights in Hi-Tech Silver Metallic, priced at € 179. It features a highly-detailed interior, adjustable exterior lighting (either daytime running lighting or driving lights) and, by opening the doors, the interior lighting switches on, with footwell lighting and overhead/reading lights. Seats are slidable, there is a functioning steering system and all four doors open.

Mercedes-Benz T-Class (No 1048/51) is painted Metallic Grey and is priced at € 79. The model features a highly-detailed interior, functioning steering system, opening front doors and suspension. Also available, but not shown here, is the van version of the T-Class, the Titan, in Arctic White. Also priced at € 79, the model has the same features as the T-Class, but, in addition, the rear doors open to reveal the cargo area.

Visit NZG's webshop at www.nzg-shop.eu/en/ for more information, photos and to place an order, or contact your preferred retailer. ■

ROYAL TRIBUTE FROM MATRIX



Mike Coupe of Spa Croft Models (www.spacraftmodels.co.uk) has passed on the news that Matrix will be releasing a tribute to Her Majesty Queen Elizabeth in the form of her beloved Rover P5B, in 1/43 scale. Specially packaged with a figurine accompanied by two of her ever-present four-legged companion Corgis, this wonderful limited edition release (numbers to be confirmed) will be priced at £140.99.

This model will surely prove very popular indeed - so don't delay, contact your preferred retailer today! For wholesale enquiries, contact John Ayrey Die-casts (www.ayrey.co.uk). ■

Welcome



COLLECTION LIST • JANUARY 2023

Monte Carlo Mini	Corgi 339
Volvo P1800 'Salut'	Corgi 338
Porsche Carrera 6	Corgi 330
Lotus Elan S2	Corgi 334
Land Rover Breakdown	Corgi 417
Mustang Fastback 2+2	Corgi 325
Ghia 1000 Mangusta with De Tomaso Chassis	Corgi 371
Brillway Continental	Corgi 324
Ford Thunderbird	Corgi 2155
James Bond Aston Martin DB5	Corgi 261
E-Type Jaguar	Corgi 335
Mercedes 300 SL	Corgi 3035
BMC Mini Countryman / Searle	Corgi 443
Oldsmobile Starlin Car	Corgi 317
Triumph Herald Coupe	Corgi 231
Cadillac Superior Ambulance	Corgi 437
East African Safari Beetle (and Rhino)	Corgi 256
Chevrolet Trail Car	Corgi 460
Citroen DS19 in Monte Carlo trim	Corgi 323
Land Rover Public Address Vehicle	Corgi 472
Chevrolet Corvette Stingray	Corgi 337
Ford Zephyr Motorway Patrol	Corgi 419
Black Barchin	Corgi 245
MGBGT	Corgi 327
Marx 1800 GT	Corgi 324
VW European Police Car	Corgi 492
Ford Thames Authority	Corgi 420
HQ Staff Car	Corgi 316
Studebaker Golden Hawk	Corgi 211
Lotus Elan S2	Corgi 318
Mercedes Benz 600 Pullman	Corgi 247
Mini Cooper Magnifique	Corgi 334

NEXT RELEASE FROM THE CORGI MODEL CLUB

THE 22nd model in the Corgi Model Club collection (or 23rd if you count the pre-collection Ice Cream Van) that should be about to begin to arrive with early subscribers by the time that you read this, is No 419, the Ford Zephyr Motorway Patrol Car (as pictured above, left). This one should bring back memories of *Z Cars*, the long-running TV series based in Newtown, a fictional Lancashire town. The following months will bring us the Buick Riviera and MGB GT.

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 Corvette Stingray). 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.

And there's more great news from the Corgi Model Club! Three more models have been confirmed for the collection – No 358 Lotus Elan S2, No 247 Mercedes-Benz 600 Pullman and No 334 Mini Cooper Magnifique. That's another three classics that we can all look forward to and get excited about, complete with the original packaging replicated as much as possible, with just a few minor tweaks to fit in with current regulation requirements. These will be with early subscribers in September, October and November respectively. See the accompanying table (above, right) for the full list of models (not including the trial ice cream van).

To find out more about the whole range, including some excellent t-shirts that feature original Corgi artwork, visit the club's comprehensive website at www.corgimodelclub.com. ■

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▲ 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

An interesting email received from a reader during the festive break (see *Dear Editor* on pages 74 & 75), has really got my old grey cells whirring. Don Townshend queried collecting motivations, wondering if readers may be driven by sheer pleasure of custodianship, or more by investment purposes. I'd honestly never really asked myself that question before.

I've always hung on to the theory that many vintage collectors find enjoyment in our hobby by collecting examples we all had as youngsters, or of vehicles that our parents owned, or even that we've owned or had experiences with. I'd like to extend that a little by adding in a little side collection of mine and that concerns aircraft that I have flown in, preferring the models to carry the exact registration, where known. Then I also go for racing cars that I've had some involvement with, by working with them at certain race circuits. It's all about the personal touch at this point.

There will always be the thought of investment hanging around vintage collectables, of course, but what about new models? Like buying a new car, most models will instantly lose a little in value as they 'leave the showroom forecourt' (read that as breaking the seal and opening the box). But in today's world of limited edition runs, many of which can be sold out on pre-orders alone, it is easy to see how the investment angle can creep in here quickly too. I've noticed that a fair bit as I delve deeper into the specialist 1/64 scale market - but that's not always the case.

At the end of the day, apart from it always being midnight (sorry, couldn't resist that), it really is down to personal choice. I for one consider that most things I buy will always recover (mostly) any outlay, but if sometimes a little extra cash comes my way, then I'm quite comfortable with that too.

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Collectors Club
OF GREAT BRITAIN

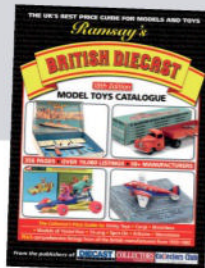
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RAMSAY'S 18TH EDITION – ON SALE NOW!

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 Brimtoy, 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. ■



BRAND NEW OMNIBUS TOOLING FROM OXFORD DIECAST

LEADING the latest batch of releases from Oxford Diecast is the newly-tooled Duple Britannia in 1/76 scale. The model makes its first appearance in the range in the well-known cream livery of Wallace Arnold, whose coach tours were particularly successful in the era before package holidays became affordable to the nation. The model features orange masked roof skylights.

The flat-fronted coach has the two-windowed passenger door on the nearside, with the driver's door placed higher on the offside. The interior features a beige floor and red seating. Registered 4324 UA, the coach has a wealth of external silver sprayed detail, including bumpers and window surrounds. The destination plate above the chrome radiator grille shows the coach on its way to Blackpool. To the rear, the Wallace Arnold name and key towns and cities are printed in red, while on the coach sides, the WA crest with the words "Industriae Nil Impossibile" is printed in gold.

Visit the website at www.oxforddiecast.co.uk for more information and to place an order. ■



IS THIS THE WORLD'S FIRST CARBON NEUTRAL TOY FAIR?

THE second annual Whanganui Toy Fair, on the 14th May 2023, to be held at Springvale Stadium is set to be the world's first carbon neutral toy fair. It all came about when applying for a seeding or start up grant through Whanganui and Partners. The idea of the grant is to help new events to get established by providing funds for promoting the event outside of the local area. Nationally and, or internationally, bringing visitors to Whanganui and stimulating the local economy.

One of the strict criteria for grant approval is for the event to be environmentally friendly. But, how do you make a toy fair environmentally friendly? Just by the nature of the event and the criteria of the grant, promotion of the event, encouraging people to attend from outside of the local area leaves a carbon footprint itself. In the Whanganui Toy Fair's first year, environmentally friendly lines had been taken. The paper that the promotional flyers and posters had been printed on was made from wheat straw and recycled wood. Old and broken toys had been encouraged to be brought along and placed in a free bin, if not wanted rather than taken to landfill. Attendees could then take them home and repair the toys, use parts off them for modelling projects. They were therefore recycled, reused and repurposed.

Organiser Steve Brown, came up with the idea of giving everyone attending the Whanganui Toy Fair a free tree to take home and plant. Granted in the first year the tree may not absorb enough carbon to cover the footprint left by attending the second annual Whanganui Toy Fair on the 14th May 2023. However, in future years, it should more than adequately do the job.

The Whanganui Toy Fair acts as a platform for raising money for local charities, raising over \$5,000 in its first year. This year it hopes to do even better through various streams of funding. Entrance fees, local business sponsorship. A free table for charities with the idea being that they encourage their supporters to donate old toys to sell at the Whanganui Toy Fair with all the money generated from the sales going to the charity. For further information, contact whanganuitoyfair@gmail.com. ■

CORGI TOYS NO 474 MUSICAL WALL'S ICE CREAM VAN BACK IN STOCK

AFTER a long wait, the wonderfully nostalgic No 474 Ford Thames Wall's Ice Cream Van is now back in stock at the Corgi Model Club. Available to purchase as a standalone model (not part of the subscription), visit www.corgimodelclub.com to find out more and to place an order.

TERRIFIC TORNADO INBOUND IN 1/48 SCALE

IN addition to the new 1/48 scale Harrier tooling under development, mentioned earlier, Corgi has confirmed that the next large-scale modern era jet to be modelled in its larger scale will be the Panavia/BAe Tornado GR1/4. It is reportedly already at an advance stage of the design process.

NZG'S BIG MERCEDES-BENZ G-KLASSE GOES LARGER AND IS NOW AVAILABLE AT 1/12 SCALE

THE mighty Mercedes-Benz G-Klasse 4x4, or G-Wagen as it is sometimes known, has been around as a concept for over 40 years, since 1979 to be exact. This wonderfully big vehicle has an equally impressive following and now NZG has released its largest scale model of the popular vehicle to date. Packed with features, such as opening doors, bonnet, tailgate, fuel flap, glovebox and centre console, the models are available as either a roadgoing or off-road version, in metallic grey or vibrant metallic green respectively. The off-road version also has a night package, roof rack and rear ladder. Visit NZG's shop at www.nzg-shop.eu/en/ for more information, photos and to place an order, or contact your preferred retailer.

1/18 SCALE DIECAST JAGUAR C-X75 IS, IN FACT, ALMOST REAL

THE exquisitely-stylish Jaguar C-X75 is a seductive, hybrid-electric, 2-seat, concept car. And now Almost Real has released an astonishing 1/12 scale diecast replica. With steerable wheels, opening doors, trunk and hood, plus working suspension, the model is beautifully finished with a flawless deep metallic blue paint job. Limited to just 504 pieces, contact your preferred Almost Real stockist to make sure you don't miss out.

GET ON BOARD A CLASSIC GREYHOUND BUS WITH GOLDVARG

NOW available to pre-order, The Goldvarg Collection has an exciting new range of General Motors & Greyhound Bus Company buses in 1/43 diecast. Priced at just US\$119.00 each, three styles, all wear the famous livery - the GM-PD-4104, GM-PD-4106 and GM-PD-4107. Limited edition releases, so visit www.goldvargcollection.com for more information.



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Oxford Diecast 1/76 scale Land Rover Defender 90 Station Wagon-Orkney Grey (Model No. 76LRDF003)



Oxford Diecast 1/43 scale Land Rover Series 1 88' Hard Top Rover Fire Brigade (Model No. LAN188010)

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WHAT'S new

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



CORGI'S NEWLY-TOOLED COMMEMORATIVE TYPHOON IS REALLY BIG AND BEAUTIFUL

1/48 scale

CORGI

Eurofighter Typhoon FGR.4 - Battle of Britain 75th Anniversary

PRICE: £179.99 **REF NO:** AA29001

www.corgi.co.uk

AS Britain prepared to mark the 75th Anniversary of the Battle of Britain in the early summer of 2015, the RAF was determined that any tribute would be a particularly impressive one. Under a cloak of relative secrecy, but soon to delight aviation enthusiasts everywhere, Eurofighter Typhoon FGR.4 ZK349 emerged from the paint shops at RAF Coningsby, in Lincolnshire, wearing very different markings to the standard grey scheme worn by

the rest of the squadron. This commemorative tribute aircraft was finished in a representation of a 1940 Fighter Command Battle of Britain scheme and RAF officials proudly announced that it would also be performing a synchro pair display routine with one of the BBMF's Spitfires at several airshows that summer.

The markings were a representation of the scheme worn by Hawker Hurricane Mk.I P3576 of No.249 Squadron, the mount of Flight

Lieutenant James Brindley Nicolson on 16th August 1940, the day on which he would be awarded Fighter Command's only Victoria Cross of World War II. Wearing the same GN-A fuselage codes as Nicholson's Hurricane and displaying his personal Red Devil emblem under the cockpit canopy, this Typhoon immediately became something of an airshow phenomenon and was simply referred to as "GiNA" by Britain's army of besotted enthusiasts. Doing much for RAF public relations and recruitment numbers, this beautiful Typhoon definitely became the most popular individual RAF aircraft of the modern era.

As the latest incarnation of these classic air defence fighters, the Eurofighter Typhoon is an incredibly capable fourth-generation combat aircraft, and one which is the product

of a collaborative programme between the UK, Germany Italy and Spain, with the Royal Air Force currently having around 150 examples of the aircraft in service. An aircraft which is still being continually upgraded, the Typhoon has matured into a true multi-role combat aircraft and one which is likely to be in service for at least another 20 years, by which time it will have been wearing the roundel of the Royal Air Force for almost 40 years.

As with all modern releases in Corgi's Aviation Archive range, an incredible amount of research has gone into this model. This is clear to see in the amount of detailing throughout, all finished off with the stunning retrospective livery perfectly applied. Although there is one area that you might have already noticed that is not quite correct. The cockpit interior should be black, not grey. So our sample has been moved to the workbench for a little refettling in due course. We'll report on this in due course.

But don't let that put you off acquiring what is a truly spectacular piece of miniature engineering by the design and production teams at Corgi. With extra parts supplied to enable you to display this on the supplied stand with the undercarriage retracted in 'in flight' mode, or 'wheels down' for static display, there is also



▶ In 'in flight' mode, with forward canards in fast flight position, undercarriage up and exhaust nozzles flared.

THIS MONTH'S IN-DEPTH REVIEWS:

8 Corgi's much-anticipated, special-liveried Typhoon - newly tooled at a mighty 1/48 scale.

16 EDITOR'S CHOICE - Another small-scale masterpiece from Tarmac Works in the shape of Toyota's marvellous Supra in GT Le Mans spec.

▼ Close up on the cockpit and front end, with canards in fast flight (horizontal) position and air brake down.



► Weapons loaded and undercarriage deployed - flipping the model over reveals a great amount of detail underneath too.



◀ A familiar sight to those who visited airshows in 2015, GiNA really thrilled the crowds.



some weaponry supplied for underside mounting.

Other features of note are the positionable forward canard wings, the deployable air brake (not shown, but it's the hinged panel on top of the fuselage immediately behind the cockpit that is pushed upwards by a hydraulic ram for landing), and

the interchangeable engine exhaust thrust-vectoring nozzles. The image to the left has the parts fitted to display the nozzles fully open and the image above shows the tapered nozzles fitted.

Corgi's first large-scale release of the mighty Typhoon is truly stunning, especially wearing this special livery. **DC**



CORGI MODEL CLUB
Customized Chevrolet Corvette
Sting Ray

SCALE: 1/46 PRICE: £31.99 REF: 337

www.corgimodelclub.com

The latest vintage Corgi reproduction from the Corgi Model Club and it's another stunner. Properly evocative and all correctly replicated. We love these!



IXO
Subaru Legacy RS #21 Rothmans
Racing RAC Rally 1991 McRae/Ringer

SCALE: 1/18 PRICE: £82.99 REF: 18RMC080B

www.ayrey.co.uk

Wonderful tobacco-ban Rothmans colours are very neatly applied to the great Legacy body shape. Excellent wheels and a good level of detail to the interior.



MINI GT
Lancia Stratos HF Stradale Bleu
Vincennes

SCALE: 1/64 PRICE: £12.59 REF: MGT00411-L

www.ayrey.co.uk

The second release of this Stratos Stradale to go with the red version and it looks just as fabulous, with the rich blue working just as well with those gorgeous gold wheels.



IXO
International Harvester DCOF-405
red/white 1959

SCALE: 1/43 PRICE: £37.99 REF: TR130

www.ayrey.co.uk

Ixo's latest truck release is terrific, representing tremendous value. With some excellent detail, particularly to the front grille and headlights.

New Models



IXO

Ford Escort RS Cosworth #8 Michelin RAC Rally 1993 Wilson/Thomas

SCALE: 1/18 PRICE: £82.99 REF: 18RMC107

www.ayrey.co.uk

Marvellous large-scale replica of the Escort RS Cosworth in rally trim, wearing the outstanding blue and yellow colours of Michelin. Stunning OZ wheels too.



MINI GT

Lancia Stratos HF #1 1977 Rallye Monte Carlo winner

SCALE: 1/64 PRICE: £ REF: MGT00422-L

www.ayrey.co.uk

The second version of the MINI GT Stratos this month and the first release in rallying guise - what a beauty! It's hard to believe that this is 1/64 scale. Exquisite.



WIKING

Kotte Gerant TSA 30.000 Tanker

SCALE: 1/32 PRICE: €109.95

REF: 077654 - 077656

www.wiking.de/shop

Available in silver, black and green. It has adjustable landing legs, steering axle, suspension, opening control panel, plus replicated transfer hoses and piping.



NZG

Hamm HC119i Single Drum Compactor

SCALE: 1/50 PRICE: €69.00

REF: 10421

www.shop.wirtgen-group.com

Fitted with an open style canopy that highlights the very impressive driver's station. Details include articulating chassis and smooth drum.



SCHUCO

Case International 1255XL Tractor

SCALE: 1/32 PRICE: €59.99

REF: 450778700

www.schuco.de

Schuco's refreshed model now sports the colours and branding adopted during the merger of Case and IH. It has a detachable front weight and exhaust.



MATRIX SCALE MODELS

1955 Morris Commercial B.M.C. Racing Support Vehicle

SCALE: 1/43 PRICE: £190.00 REF: MX 512312-011

www.matrixscalemodels.com

Wonderfully-detailed model of the 1950s support vehicle, right down to the windscreen rally-support decal. Quite a bit of interior detail too.



NZG

Hamm HC200i Single Drum Compactor

SCALE: 1/50 PRICE: €69.00 REF: 10411

www.shop.wirtgen-group.com

Fully-enclosed cabin, with plenty of detail and realism. From the articulated frame, rotating wheels with accurate tread and smooth drum to the detailed cabin interior.



WIKING

MAN TGS 18.510 4x4 BL Tractor

SCALE: 1/32 PRICE: €129.95

REF: 077650 - 077653

www.wiking.de/shop

In four colour options, the cabin doors can be opened, the front grille lifts and the cabin tilts to reveal the engine. There is a fifth wheel coupling and drawbar hitch.



Our next fine toy auction includes rare diecasts, such as these examples from a superb Spot-On collection, a collection of Shackleton Fodens and a very rare Trackmaster 30 Tractor, fine Corgi and Matchbox Toys and a collection of ambulances

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New Models



KAIDO HOUSE X MINI GT
Datsun Kaido 510 Wagon BRE V1
SCALE: 1/64 PRICE: £19.99
REF: KHMGo26

www.ayrey.co.uk

The collaboration between Kaido House and MINI GT continues apace, with the first of four fabulous versions of the Datsun 510 this month. Top notch.



KAIDO HOUSE X MINI GT
Datsun Kaido 510 Wagon BRE V2
SCALE: 1/64 PRICE: £19.99
REF: KHMGo27

www.ayrey.co.uk

A variation of the 510 in BRE Datsun colours and it's another great model. With opening bonnet, excellent finish and great wheels. Fab interior too.



KESS
1968 Plymouth Fury Sedan - white
SCALE: 1/43 PRICE: £125.00
REF: KE 43053000

www.kessmodel.com

Super model of the Plymouth 4-door sedan with an unusual dark green interior. Excellent level of detail, right down to the tiny width indicators on the front wings.



SCHUCO
Deutz-Fahr 9340 TTV "Warrior" Tractor
SCALE: 1/32 PRICE: £89.99 REF: 450777800

www.schuco.de

It's a detachable Agribumper for this special black edition of Schuco's Deutz-Fahr tractor. The model is well-engineered with many working features.



WIKING
Claas Trion 750TT Combine with Convio Flex 1080 Table
SCALE: 1/87 PRICE: €36.99 REF: 00 0257 625 0

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

Smart plastic combine with freely rotating tracks, detachable table and hinged cab access steps. The unloading auger also folds.



KESS
1968 Plymouth Fury Sedan - red
SCALE: 1/43 PRICE: £125.00
REF: KE 43053002

www.kessmodel.com

Another version of the Plymouth sedan, this time in red with black vinyl-effect roof and matching red interior. Very well-detailed of course. Limited to 250.



CONRAD
Liebherr R940 Demolition Excavator
SCALE: 1/50 PRICE: €199.00
REF: 2222/0

www.liebherr.com/liebherrshop

Another cracking release, with digging and high reach interchangeable booms, cradles and two work tools, plus extending undercarriage and tilting cabin.



WIKING
Krampe SB II 30/1070 Conveyor Trailer
SCALE: 1/32 PRICE: €119.95
REF: 077657 - 077659

www.wiking.de/shop

Features an opening tailgate, operational grain door, adjustable landing legs, steering axle and working suspension. Available in red, black and grey.



KAIDO HOUSE X MINI GT
Datsun 510 Pro Street Advan

SCALE: 1/64 PRICE: £22.99

REF: KHMGo32

www.ayrey.co.uk

A slight change for the first Advan-liveried release in that this depicts the 510 saloon. The famous red and black livery looks great and those wheels are awesome.



KAIDO HOUSE X MINI GT
Datsun 510 Pro Street Advan

SCALE: 1/64 PRICE: £22.99

REF: KHMGo33

www.ayrey.co.uk

Back to the 'estate' body shape for the second Advan release. Opening bonnet again, of course, plus the usual detailed baseplate.



MARGE MODELS

Volvo FH5 with Meiller Hooklift System

SCALE: 1/32 PRICE: €149.95

REF: 2235-03

www.margemodels.shop

The first rigid truck from MarGe, available in three colours and based on a Renault chassis. Containers are available separately. Excellent.



NZG

Vögele Super 2100-5i Tracked Paver

SCALE: 1/50 PRICE: €119.00

REF: 1050

www.shop.wirtgen-group.com

Full-width rear screed, with fold down canopy, detailed engine bay, extending screed, printed control panels and replicated operator area. Impressive.



USK SCALEMODELS

Fendt 211 Vario Tractor

SCALE: 1/32 PRICE: €90.66

REF: X991021022000

shop.fendt.com/en

Newly-tooled, largely metal model tractor with many working features and good levels of detailing. It has an accurately laid out cab interior.



MATRIX SCALE MODELS

1959 Buick Skylark III - XP-75

Pininfarina Concept

SCALE: 1/43 PRICE: £95.00 REF: MX 50206-071

www.matrixscalemodels.com

Great finish and detail, down to the small grilles atop the front wings, and the rear motif. Interior is in light blue and, again, very well-detailed.



NZG

Vögele Super 1900-5i Tracked Paver

SCALE: 1/50 PRICE: €114.00

REF: 1039

www.shop.wirtgen-group.com

Features extending screed, folding hopper sides, tracked undercarriage, opening engine bay, extending sun screens and detailed operator station.



IMC MODELS

Mercedes-Benz Zetros 2-axle Fire Truck

SCALE: 1/50 PRICE: €159.00 REF: 32-0126

www.imcmodels.eu

Resincast, packed with realistic features, mounted to a display base with protective transparent cover and individually serialised. Limited to 200 pieces.



*Hot Wheels (Mattel) Redline 6220
Custom Volkswagen - RARE ISSUE*

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New Models



WHITEBOX

1993 Ford Escort RS Cosworth

SCALE: 1/24 PRICE: £35.99

REF: 124130

www.ayrey.co.uk

Awesome larger-scale replica of the mighty Escort RS Cosworth. The paintwork has a wonderful slight shade of green about it and looks amazing.



IXO

1969 Škoda Octavia Combi

SCALE: 1/43 PRICE: £29.99

REF: CLC431

www.ayrey.co.uk

Wonderful replica of this marvellous vintage Škoda in rare Combi bodystyle. An absolute beauty, perfectly finished in a deep darker red.



IXO

Škoda 130 L #21 Rallye Bohemia 1988

P.Sibera/P.Gross

SCALE: 1/43 PRICE: £47.99 REF: RAC408C

www.ayrey.co.uk

Wearing the evocative works rally colour scheme, perfectly applied, the giant-killing 130 always makes for a great replica - which this most certainly is.



WIKING

Krampe Half-Pipe Tandem Axle Trailer

SCALE: 1/87 PRICE: £18.25

REF: 038819

www.wiking.de

Wiking's black edition trailer has a floating drawbar, opening tailgate and a fixed length ram for holding the body in the tipped position.



USK SCALEMODELS

Fendt 211V Vario Tractor

SCALE: 1/32 PRICE: €80.57

REF: X991021024000

shop.fendt.com/en

Well-engineered, first edition model has good levels of detailing, working linkages front and rear, opening bonnet, rear window and cab doors.



MATRIX SCALE MODELS

1965 Radford Mini de Ville

Paul McCartney

SCALE: 1/32 PRICE: £95.00 REF: MXMM 430031

www.matrixscalemodels.com

With open sunroof and well-detailed interior in dark grey. Comes with a neat scale bass guitar as an extra tie-in to the great man. Fabulous replica.



NZG

Liebherr R9600 Hydraulic Excavator

SCALE: 1/50 PRICE: €548.00

REF: 1050

www.liebherr.com/liebherrshop

Packed with detail and realism. Folding main and emergency ladders, detailed upper deck and cabin, digging equipment movement and replicated hydraulic lines.



WSI MODELS

Palfinger PK 165.002 TEC7 Knuckle Boom Crane with Jib

SCALE: 1/50 PRICE: €158.00 REF: 04-2139

www.wsi-models.com

Featuring aluminium boom sections, fully-moveable crane, detachable fly jib, fully-operational outrigger setup and cable reel winch. Available on four chassis brands.



IXO
1982 Ford Granada Mk II 2.8 GL
metallic blue with black vinyl roof
SCALE: 1/43 PRICE: £29.99 REF: CLC451

www.ayrey.co.uk

Neatly-modelled replica of the wonderful second-generation Granada. Painted in a rich metallic blue with the obligatory black vinyl roof - a real 1980s throwback.



WHITEBOX
Lada 1200
SCALE: 1/24 PRICE: £35.99
REF: 124132

www.ayrey.co.uk

A truly wonderful replication of the marvellous Lada 1200. Neatly modelled in 1/24, with a sumptuous paint finish and plenty of detail picked out.

LE MANS SUPRA BY TARMAC WORKS TAKES THE WIN

1/64 scale

TARMAC WORKS

Toyota Supra GT Le Mans 24 Hours 1995 #27

PRICE: £22.99 REF NO: T64-051-95LM27

www.modelmatic.uk

LE MANS was going through an interesting phase in the mid-'90s. In a bid to attract big automotive manufacturers back to the race, the organisers were trying to move away from the era of expensive prototype racers and usher in a raft of GTs that were more akin to road-going cars.

One such manufacturer, which had already heavily

invested in the prototype era, and had come so close to winning the Le Mans 24 Hours in 1994, was Toyota. Its new Supra GT had made its debut in the All-Japan Grand Touring Car Championship (JGTC), the forerunner to the present-day Super GT series, at the beginning of the 1995 season.

For Le Mans that year, a sole example was entered under the SARD racing banner, a specialist

Toyota tuning company that had plenty of Le Mans pedigree, but make no mistake, this was a factory-supported team.

After a reasonable first half of the race, niggly problems halted the car's progress up the leader board, but it did finish the race, albeit in 14th place overall. It was a real beauty to behold and sounded great (yes, I was there!), so this fabulous little model by premium 1/64 manufacturer,

Tarmac Works, was a must-have for me.

The execution of the Supra GT's meaty stance is really well captured and the detailing is excellent, as is the application of the graphics. But what really sold it for me was the simple box with Le Mans elements to it. I hope Tarmac Works bring out the 1996 version in due course too. **DC**



▲ The box was a real clincher for me. Simple in its execution, but that evocative backdrop and the classic Le Mans blue and yellow kerbing really make a huge difference.

◀ The meaty look of the reworked Supra GT racing version is beautifully captured 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



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MINI GT

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Avec frites

With the new releases from Solido for 2023 already lining up, **Stephen Paul Hardy** chooses from the menu that was served up as 2022 came to a close.

In addition to its roll out of new tooling representing classic and popular subjects, Solido has certainly boosted its ever strengthening position in the diecast market with some focused themes. These include its new range of consistently well-detailed and international, eclectic range of 1/43 model cars, and a continuation of the concerted effort to release authentically-detailed and liveried 1/18 models in its 'Compétition' range.

CLASSIC CITROËNS

When thinking about quintessentially French automobiles, the classic Citroën Type HY van is invariably one of the images that springs to mind. Not surprisingly, Solido has already released no less than sixteen versions of its 1/18 diecast take on the theme. In addition to the obvious changes of liveries, the toolings have been regularly changed to incorporate several variations of opening features, including front doors, engine hood and rear hatch. Commendably, this latest version brings us another retool to represent a very familiar image of the HY, with openable servery hatch to the LHS of the bodywork, with a sliding side door to the RHS, as Type HY Friterie Ch'ti Biloute - 1969 (S1804817). Resplendent in its red and white paintwork, and complete with detailed servery interior, this version is as enticing as the fries that it creates a hunger for.



▲ Synergy and contrast - even though they are both in red.



▲ Solido's 1/18 'Compétition' series brings with it vibrant...



▲ ... and authentically-detailed delights on a regular basis.

Companion Citroën releases bring us another new tooling, this time of another effectively unique image from the 1970s, with the virtually indestructible, plastic-bodied, 2CV-derived Mehari. Solido's first two versions represent the Mehari Mk.1 - 1969 in Orange Kirghiz (S1808201), with tarp roof, and fully open in Vert Montana (S1808202). Being such an open-bodied vehicle, the delight in the models is gained as much from the very accessible interiors as the exteriors. The foldable windscreen is just the cherry on the icing on these delightful, evocative new releases.

ICONIC ITALIANS

The Delta HF Integrale with its 4WD, much-modified bodywork and extensive re-engineering of Giorgio Guigaro's original design, based on Fiat Ritmo components, led Lancia into an incredibly-successful rally programme.

Solido's most recent takes on it is a 1991 street version, in Rosso Corsa (S1807801), and a rally version of C.Sainz/L.Moya #3 Acropolis Rally 1993 (S1807802). The former is one of those models that I just couldn't take my eyes off during the photoshoot, thanks to its captivating charisma, enticing finish and detailing. The latter is one of this month's two perfect examples of why Solido's 'Compétition' range is so just successful for similar reasons.



◀ Concurrent releases of street and competition versions is always a bonus for collectors and Solido regularly delivers.

BMW HARTGE STYLE

As with the Acropolis Rally Lancia Delta HF Integrale, this BMW E30 M3 Gr.A of I.Carlsson/P.Carlsson #3 from the 1990 ADAC Rally Deutschland (S1801514) is so nicely modelled and eye-catchingly distinctive that, for me, it is one of the highlights of recent 'Compétition' releases.

SUPERB 1/43S

Solido's excellent 1/43 new releases just keep coming, and recent additions to the range include two very neatly-modelled French subjects and one from Germany. First up is the (still) very pleasingly styled Peugeot 306 S16 - 1994 in Blue Metallic (S4311401) and Gold Metallic (S4311402). Then a styling of an era in the form of the Citroën CX GTI Turbo II - 1990 in Grey Metallic (S4311701) and Red Metallic (S4311702). And finally another subject that I know is going to be very much welcomed by Volkswagen fans - the Golf Rallye 1989 in Tornado Red (S4311301) and Blue Pearl (S4311302). Each of these releases continues that consistent level of good detailing and finish that has become a hallmark of this series throughout 2022, with perhaps the Gold Metallic Peugeot 306 standing out as the most visually attractive of the group. It was however only just pipped to the post as my favourite of month by the two models in stunning red - the 1/43 Golf Rallye and 1/18 Lancia Delta HF Integrale.



▲ Metallic gold Peugeot 306 - arguably the most attractive of the latest 1/43 Solido releases.



▲ Capturing all the idiosyncratic details of the original, this orange Mehari is a winner...



▲ ... and this quality is fully-demonstrated from the rear, showing the Mehari's versatility.



▲ Memories of seventies summers spent in France - parking up for a supper of frites after spending all day at the beach. It was a wonderful life...



▲ The latest batch of very collectable 1/43 diecasts from Solido.

SYNERGY AND CONTRAST

Arguably both cars have a lot in common being iterative developments of the original designs culminating in powerful 4WD that turned domestic hatchbacks into seriously competitive rally cars. In addition to their transmission, drive and power plants both had extensive, specially developed, sets of body panels and unique specification upgrades. Admittedly the Lancia Delta HF Integrale ultimately became the far more successful competition car of the pair but the Golf Rallye with its Syncro drivetrain marked a highpoint in the development of the second generation Golf range. A generation that thanks to many of its late series versions is considered by many VW fans as still the most desirable out of the eight generations of Golf development.

In common with many of its 1/43 range stablemates, the Golf carries a lot of authentic, small details, including good representation of the unique front styling and the era-indicative 'bee sting' radio aerial. The small detail that really appealed to me are the Golf Rallye number plates that totally capture the style used by VW in sales brochure images.

As for the 1/18 Lancia Delta HF Integrale, that red finish - so classically associated with Italian automobiles - makes a superb colour choice to highlight the detailing as well as showing off the widened arch body panels to good advantage when viewed from front and rear three-quarter view points.

All in all, a group of releases that engendered a lot of energy use to the extent that I am feeling quite hungry for a serving of frites... and pass the mayonnaise as well please. **DC**



Fab Fords

Stephen Paul Hardy turns the spotlight on two ‘heavyweights’ from GT Spirit.

Make no mistake, in comparison with most of GT Spirit’s car-based 1/18 models, this pair is both heavy to hold and big.

FORD F-150 ‘RAPTOR’(GT377)

This latest ‘Raptor’ Edition supplements GT Spirit’s previously-released F-150 line-up of versions in white (GT195) & black (GT781), and Shelby ‘Super Snake’ versions in blue (GT262) and white (GT824).

With its V6 450hp engine, and substantial suspension set-up, the Ford F-150 Raptor is, in all respects, an all-terrain SUV, and is a variant of the series that has been one of the biggest selling automotive ranges in the United States for decades.

As I have already mentioned, for a 1/18 model it really is heavy. With its abundance of very finely-detailed satin black trim over orange-red paintwork, it makes a striking display piece.

FORD BRONCO ‘BADLANDS’ (GT858)

Preceded by two closed top versions – the two-door First edition/Area 511 (GT 359) and four-door (GT360) – this third offering from GT Spirit of the ‘Badlands’ Edition, with opened top, comes in colourful metallic Cyber Orange paintwork.

Although only 60% the length of its companion ‘Raptor’, it is, nevertheless, also a very heavy model. With its similarly-applied satin black trim over the distinctive paintwork, it is also a striking display piece.

From a collectors point of view, both models share a host of attributes. The paintwork is flawless and the black trim is clean, crisp and dense, with well-

▲ This genuinely refreshing pair of fab Fords deliver an alternative take on ‘automotive exotica’ compared with GT Spirit’s more usual car-based subjects.



▲ Heavy to hold 1/18 resincasts they may be, but the detailing is very fine to the point of some of it being minute...



▲ ... and particularly evident in the modelling of light clusters, badging and bumper areas.



▲ The Ford F-150 ‘Raptor’ – purposeful, powerful and superbly captured with an abundance of authenticity that is modelled in a perfectly-defined way.



▲ The Ford Bronco ‘Badlands’, with its massive, chunky wheels, flaunts a very visually-accessible interior as a bonus on this latest iteration from GT Spirit.

defined edges. Wheel arch extensions, lower side trims, running board steps, pick-up bed surrounds, bumpers and underbody are all perfectly defined and textured. These accolades apply equally to the predominantly black, yet still very visibly accessible, interior of the ‘Badlands’.

Consistent with GT Spirit’s attention to fine detail, the wheels, lights, badging – some of which is minute – is all so well-modelled that it stands up to exacting scrutiny under close-up photography. Chunky, real-life ‘boys toys’ they may be, but this pair of fab Fords make genuinely refreshing alternative takes on ‘automotive exotica’ for the display cabinet. **DC**



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HO Gauge (1:87 Scale)

Oxford Diecast - Cars

NEW



87TH56007 Ford Thunderbird 1956 Thunderbird Gray Metallic/Raven Black NEW...£6.50

OO Gauge (1:76 Scale)

Atlas Editions - Buses



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JB04 AEC Q1 3 axle trolleybus - "London Transport" (RRP £29.99) BARGAIN...£5



JB03 Bedford OB - "Wallace Arnold" (RRP £29.99) BARGAIN £4



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Northcord Model Company - Buses



UK6509 ADL Enviro400 MMC - "Abellio London"....£51
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Oxford Diecast - Buses



76IR6008 Bus Eireann Expressway Irizar i6.....£22



76DB001 Duple Britannia "Wallace Arnold" NEW...£20.50



76IR6009 Irizar i6 Plain white.....£22



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Cars



76CC003 Carlight Continental Dark Green/Sage Green £11



76BED008 Bedford J1 Ambulance Aberystwyth NEW...£7.50



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NEW



76PB011 Commer PB White NEW.....£5.50



76DXF004 DAF XF Euro 6 Livestock Transporter - Skeldons Transport.....£24.50
76DXF003 DAF XF William Armstrong Houghton Parkhouse livestock trailer.....£24.50



76EC004 ERF EC Box Trailer Gerry Cottles Circus...£24

NEW



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76SCA05LL Scania Topline Nootboom Low Loader Smiths - Bridgend.....£21



76FCR003 Fowler B6 Crane 8920 The Great North...£18

NEW



76ACD002 Scammell LD55 Dumper Truck NCB NEW...£19.50

Military ground vehicles

NEW



76AC002 Austin Champ 9th Parachute Reg 16th Airborne Brg Suez 1956 NEW...£7.50

NEW



76RL002 Bedford RL 58 Company RASC Cyprus NEW...£12

76RL001 Bedford RL RAF Kinloss Mountain Rescue...£12

1:72 Scale

Corgi - Aircraft - military



AA27204 Avro Vulcan B.2 XM575, RAF No.101 Sqn, Waddington Wing, 1975.....£198



AA33620 Panavia Tornado GR.4 ZG775 IX Squadron - Retirement Scheme - RAF Marham March 2019 (RRP £79.99) BARGAIN...£50

Oxford Diecast - Aircraft - military



AC114 Messerschmitt Bf 109F-4/Trop104-victory ace Eberhard von Boremski NEW...£18

1:50 Scale

Cararama - Commercial vehicles



CR049 Stepped curtain side trailer in white.....£14



CR050 Volvo FH12 cab in white.....£13

Corgi - Military ground vehicles



CC60215 Panther tank - Panzerkampfwagen V Panther Ausf D, Northern Bavaria, April 1945.....£54

1:48 Scale

Corgi - Aircraft - military



AA28802 Bristol F2B Fighter 'Charlie Chaplin'....£76.50



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AA28702 Fokker E.III, Manfred von Richthofen, Kasta 8, June 1916. (RRP £49.99) BARGAIN...£29

O Gauge (1:43 Scale)

Atlas Editions - Military ground vehicles



MZ20 Cromwell Mk IV - 1944 (RRP £29.99) BARGAIN...£18

Oxford Diecast - Cars



43RUB005 Austin Ruby Ash Grey NEW...£19.50



Corgi Vanguard's Cortina Mk5

David Lynn reviews the new tooling and compares it with the previously-released Mk4 and Ixo's Taunus TC3.

Corgi's new Vanguard's-branded Cortina Mk5 range marks the 60th anniversary of the original Consul Cortina Mk1 in September 1962, with the debut livery (No VA15001, curiously repeating the catalogue number of a Trumans Beer Thames Trader from Lledo's pre-Corgi era) depicting the last ever UK-made Cortina, a run-out edition 1.6 Crusader. Now released, the model can be assessed to see whether it lives up to the hype.

This is the first ever Cortina Mk5 in mainstream diecast, although Ixo/Altaya offer an identical twin Taunus TC3 in both retail or partwork editions. My sporadic series of Cortina articles in this magazine has frequently highlighted the unfilled Mk5 gap, but strongly cautioned against trying to bodge a Mk5 from a Mk4 casting due to a myriad of differences, which are individually barely noticeable, but cumulatively would produce something which would just not look right.

Corgi's progress bulletins recounted how a full LiDAR (Laser Imaging, Detection And Ranging)

▲ Vanguard's new silver Cortina Mk5 Crusader proudly sitting in front of four Ixo/Altaya Taunus TC3s - (left to right) blue 2.0 "Brilliant" (the German Crusader equivalent), Israeli police partwork (LHD but badged as Cortina), Ixo retail silver-green 1.6 GL (the best detailed livery), and the Greek partwork red 2.0 GL with inexplicable RHD interior.

3D scan was taken of this actual car, GHK 1Y built on 22 July 1982 and preserved in Ford's Heritage Collection. The result should therefore be a brand new and pinpoint accurate casting, and with my rivet-counter's head fully calibrated, the detailed differences from the Mk4 can be explored.

The Mk4 arrived in October 1976, a few months after its Taunus TC2 twin. The largely German-developed design was mechanically similar to its predecessors, but replaced bulbous shapes with straightened edges, flatter surfacing, a large airy cabin, and recurring rectangularity for key elements such as the grille, headlights, and bumpers. The result was successful, with 1.1 million Mk4s and TC2s sold in its 3-year life.

Ford's customary, mid-life face-lift arrived in September 1979 as the Cortina '80 - although everyone called it Mk5 - and Taunus TC3, instantly recognisable from the new bladed grille and larger front and rear lights. However, this extravagant revamp involved reconfiguring every body panel and consumed £50m (about £250m today) with

1



2



▲ Side view of Vanguards Mk5, capturing longer bumpers, side moulding and excellent wheel depictions.



▲ Vanguards Mk4 on the left versus the Mk5, illustrating the new casting's crisper outlines.

re-tooling costs. Key objectives were a tauter appearance, with increased window areas giving a fuller cabin and sharper body edging.

Peak roof height remained similar but a flattened top removed the previous slight doming allowing taller door frames and side windows and slightly steeper front and rear screen angles, the rear screen received sharp upper corners, a lower beltline along the side window base increased window depth, and overall glass area increased by 6%. The vents on the now taller rear pillars were enlarged and given a black emphasis, which resumed around the window outlines, the central bonnet feature line was removed to leave a flat main portion, and larger black bumpers and mirrors were integrated into the front door window corners. Alongside other smaller tweaks, the result was significantly fresher.

The Vanguards Mk4 casting, VA119xx, has now produced 18 liveries since 2012, including one A/B version and an unreleased number (VA11909). I've always felt that this collection looks slightly off-kilter, because the shallow front pillar angle

1 Front quarter view of Vanguards Mk5 showing tauter cabin and intricate livery details.

2 Rear quarter view of Vanguards Mk5, highlighting taller windows and flat roof.

//

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bladed grille
and larger front
and rear lights.**

//



▲ Crusader rear view with adopted Daily Express logo on rear panel.

seems to push the roof too far back and squashes the cabin. However, other shape elements were well executed, including components for precise version differentiation and some skilfully executed liveries.

Placing the Mk5 alongside the Mk4 - using the colour-matched VA11902 (the uncredited 2.0S from The Sweeney) - Corgi has successfully incorporated all the full-size differences outlined above, and this genuinely appears to be a fully new casting and not a disguised re-hash. Other hints include the body edging along the wing tops seeming much sharper and more distinct outlines for items such as doors, bonnet, boot and fuel cap. The overall impression is therefore much crisper. My bugbear about the windscreen pillar angle and squashed cabin is no longer apparent, and this glistening livery has gorgeously fine pinstripes, the small Daily Express-derived Crusader rear logo, a radio aerial stub on the front wing, a revised front valance, inset door handles, paler seat panels, wood veneer door cappings, and better wheel definition. A completely new baseplate, with unexpectedly different mechanical outlines, provides an improved exhaust with silencer. The only gripe is that mine has small paint runs and flecking.

The only previous MkV 1/43 scale diecast was Ixo's TC3 range, with ten versions since 2010, mostly covered during previous Cortina instalments, including some abysmal partworks. The most convincing is the initial retail silver-green 1.6GL (CLC203) with French plates and yellow headlights, but detailing of lights, bumpers and similar elements is clumsier. Others include a Cortina-badged LHD Israeli police partwork, a dull metallic blue Whitebox 2.0GL "Brilliant" mislabelled as TC2, but was the Crusader's German equivalent with reduced red pinstriping, and a red Greek partwork 2.0GL. This, bizarrely, has RHD interior - never used on any TC3s - but LHD wipers and Taunus boot badging.

To conclude, Corgi has created an excellent model, which accurately depicts the myriad of Mk5 differences, its launch livery is superb, and further releases can be eagerly anticipated. Corgi has, in fact, just announced the second Mk5 livery for release in Spring 2023 as VA15002, a plain 1982 Mk5 1.6GL in Cardinal Red with EVS 781Y plates (see page 25). **DC**



▲ Vanguards Mk4 on the left versus the Mk5, again showing the new crisper outlines and taller cabin without the slightly domed roof or the bonnet centre line.

New from Corgi for 2023

A new catalogue from Corgi is always eagerly awaited. With this latest publication, the new model releases for the next four months are here.

It has become something of an early year tradition for Corgi fans that the start of the new year is accompanied by the reveal of the latest model range. This year, that date was again 10th January.

As of last year, Corgi had changed its new range launch format to be three announcements/range launches each year, with the models unveiled in each covering four monthly release blocks. With this new catalogue covering January to April, we think we can safely assume that this will be the case until further notice, as it worked very well last year. Corgi's intention with this strategy is that, barring unforeseen production or shipping difficulties, all the models announced in each respective range have a realistic chance of being released during the period covered by the catalogue in which they appear.

Adorning the front cover this time, is the next release of the fabulous 1/72 scale Avro Lancaster, one of four new Aviation



Archive models, the most hotly-anticipated of which is the newly-tooled two-seat Spitfire. The biggest number of new releases comes into the Vanguards range, with a pair of stunning new Ford toolings in the shape of the Transit Custom and Ranger Raptor (the latter being this issue's cover star).

The final piece of new tooling comes in the shape of the Formula E Gen3 racing car. It's a series that is really gathering momentum now and this is to be hopefully one of many releases of these cars.

Also teased in the catalogue, for future release, are images of the Ford Capri Mk2 and Mustang Mk6, plus Gerry Anderson's Stingray, from the TV series of the same name (celebrating its 60th anniversary this year) and Corgi's largest James Bond 007 model in the shape of the Q Glider as seen in *No Time To Die*. **DC**

VANGUARDS



Ford Cortina Mk2 Lotus - Fern Green
REF: VA04121 SCALE: 1/43 DUE: late Winter 2022-23 PRICE: £35.99



Ford Escort Mk1 RS2000 - Stardust Silver
REF: VA09530 SCALE: 1/43 DUE: late Winter 2022-23 PRICE: £35.99



Triumph Stag Mk1 Pre-Production Car (LD17) Wedgewood Blue
REF: VA10117 SCALE: 1/43 DUE: late Winter 2022-23 PRICE: £35.99



Ford Cortina Mk3 2.0 GT - Daytona Yellow
REF: VA10320 SCALE: 1/43 DUE: Spring 2023 PRICE: £35.99



Ford Granada Mk2 2.8i S - Dove Grey (RUC Centenary)
REF: VA12417 SCALE: 1/43 DUE: late Winter 2022-23 PRICE: £35.99



Ford Escort Mk2 1600 Sport - Roman Bronze
REF: VA12622 SCALE: 1/43 DUE: late Winter 2022-23 PRICE: £35.99



Vauxhall Astra GTE 16V - Carmine Red
REF: VA13208 SCALE: 1/43 DUE: Spring 2023 PRICE: £35.99



Ford Escort Mk4 RS Turbo 1990 Specification - Mercury Grey
REF: VA14304 SCALE: 1/43 DUE: Spring 2023 PRICE: £35.99



Ford Escort RS Cosworth - Luxury Imperial Blue
REF: VA14802 SCALE: 1/43 DUE: late Winter 2022-23 PRICE: £35.99



Ford Escort RS Cosworth Monte Carlo - Jewel Violet
REF: VA14803 SCALE: 1/43 DUE: late Winter 2022-23 PRICE: £35.99



Ford Cortina Mk5 1.6GL - Cardinal Red
REF: VA15002 SCALE: 1/43 DUE: Spring 2023 PRICE: £35.99



**NEW
TOOLING**

Ford Transit Custom Sport - Orange Glow
REF: VA15101 SCALE: 1/43 DUE: Spring 2023 PRICE: £37.99



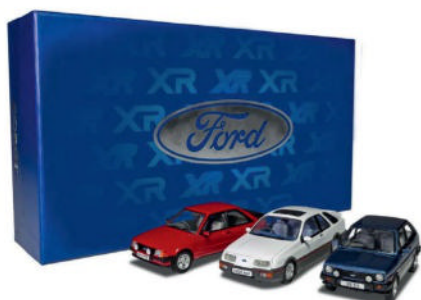
**NEW
TOOLING**

Ford Ranger Raptor Special Edition - Performance Blue
REF: VA15201 SCALE: 1/43 DUE: Spring 2023 PRICE: £37.99



Ford Focus Mk3 ST - Tangerine Scream
REF: VA15302 SCALE: 1/43 DUE: Spring 2023 PRICE: £35.99

FUTURE MODEL RELEASES



Ford XR Collection

REF: VC01301 SCALE: 1/43 DUE: Summer 2023 PRICE: £108.99

ORIGINAL OMNIBUS



Feltham Tram - London Transport

REF: OM40507 SCALE: 1/76 DUE: Spring 2023 PRICE: £46.99



Caetano Levante - East Yorkshire

REF: OM46411 SCALE: 1/76 DUE: Spring 2023 PRICE: £46.99

POP CULTURE



Diet Coke Volkswagen Type 2 (T1) Split Screen Panel Campervan

REF: CC02747 SCALE: 1/43 DUE: Spring 2023 PRICE: £36.99



NEW TOOLING

Formula E Gen3 - Championship Livery

REF: CC58001 SCALE: 1/43 DUE: Spring 2023 PRICE: £57.99



Coronation of King Charles III - New Routemaster

REF: CC89205 SCALE: 1/76 DUE: Spring 2023 PRICE: £14.99

AVIATION ARCHIVE



Bristol Beaufort Mk.1,
217 Sqn RAF, 'Admiral
Hipper' Attack
REF: AA28902
SCALE: 1/72
DUE: Spring 2023
PRICE: £84.99



Supermarine Spitfire
T.9 TE308 'Grey Nurse',
Biggin Hill Heritage
Hangar
REF: AA29201
SCALE: 1/72
DUE: Spring 2023
PRICE: £59.99

NEW TOOLING



Avro Lancaster BIII
Special, AJ-T, 'T-Tommy',
617 Sqn RAF, Operation
Chastise
REF: AA32628
SCALE: 1/72
DUE: Spring 2023
PRICE: £184.99



Junkers Ju-52/3M Air
Ambulance, Stalingrad
Evacuation
REF: AA36911
SCALE: 1/72
DUE: late Winter 2022-
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IXO 2011 FORD FIESTA RS WRC 29.99



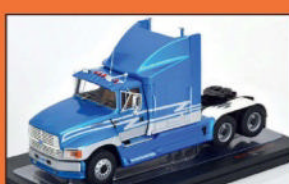
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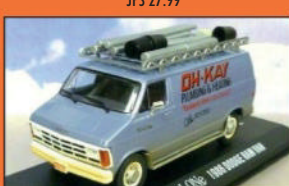
IXO 1978 PONTIAC FIREBIRD TRANS-AM 29.99



IXO 1990 FORD AEROMAX TR127 37.99



SOLIDO 2016 NISSAN GT-R LB SILHOUETTE JPS 27.99



GREENLIGHT 1986 DODGE RAM VAN 'OH-KAY PLUMBING' HOME ALONE MOVIE 27.99



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The very last of its kind

It's 40 years since Lancia's Rally 037 took its Rallye Monte Carlo win and the marque's fourth WRC title. In part 2, **Francisco Mota** focuses on the final stages of development of the last sportscar ever to win a world rally event. **Photos: João Carlos Oliveira**

Lancia's Rally 037 was the first car engineered and built for the famous (and infamous) Group B era, in the World Rally Championship. However, it did not follow the lines of Audi's quattro, as it had neither four-wheel-drive nor a turbocharged engine. The Lancia team, and its racing arm, Abarth, chose to follow another path, in the early eighties. A small and light mid-engined, two-seater sportscar was the quickest solution Abarth could take to break Audi's domination. Based on Lancia's Beta Montecarlo mid-engined sportscar, Abarth developed the SE037 especially for rallying. The only thing traditional about this car was the fact it had rear-wheel drive. From a 2.0-litre supercharged engine, which used a Roots-type compressor instead of a turbo to

▲ From the left, three of the most iconic liveries ever to adorn the Lancia Rally 037 - Bastos is an Ixo Code 3, Martini and Totip are both diecasts by HPI Racing.

avoid turbo-lag, to double dampers per wheel in the rear axle, Lancia's Rally 037 had a lot going for it. It was light and agile, perfect for tarmac events, however, Abarth also gave it enough strength to be competitive on rougher terrain and the experienced Lancia Martini Racing team did the rest. Impeccable organisation and an unusually sharp sense of strategy compensated for the lack of four-wheel drive, from 1982 to 1986.

In the first part of this story, we looked at the early days of SE037, from experimental car to the first completed chassis, built by Dallara in 1980. We also looked into the manufacturing of the mandatory 200 road cars, so the Rally 037 could be homologated under Group B rules. We saw the technical differences to the Evo 1 rally version,



ready to race from the 1st August 1982, exactly four months after the street version.

At a time when the majority of rally cars were based on standard models, Lancia was one of the last to choose a sportscar to go rallying at the highest level, starting in the second half of 1982. That year saw the team extensively developing its rally weapon, using the Fiat Group's testing facilities and also Italian and WRC rallies, so they could push the design forward and get more performance from the original concept.

The Pininfarina-styled coupé made a name for itself from the moment the street version was unveiled at the 1982 Turin Motorshow. The following year, the first full season Lancia rallied the 037, the new car found immediate success. Newly crowned driver's champion, Walter Röhrl was hired for 1983 and would play a vital role in the team's results. The German won the first round, the Monte Carlo, the first win for 037 and the third for Röhrl in the event, all with different cars. The team had decided to concentrate its efforts on the manufacturer's title, so it entered only eight selected events, from a total of twelve in the calendar, leaving out the pair of rallies valid only for the driver's title. The team also skipped the Safari, because the car wasn't strong enough yet and the RAC, for the simple reason that, by then, it had already won the title. Audi competed in all 12 events, however, Lancia won the Tour de Corse and Sanremo with Alén, plus the Acropolis and New Zealand, with Röhrl. Audi won the other three events and lost the manufacturer's title by two points. Röhrl only lost the title to Mikkola because he decided not to run in all events.



▲ Kyosho diecasts have opening rear hoods and good engine representations.

UPGRADED FOR 1984

The Lancia Rally 037 Evo 1 was the last ever rear-wheel drive car to win the WRC manufacturer's title, exactly 40 years ago. However, the team knew it needed a four-wheel drive car, if it wanted to keep on winning. Such a car was scheduled for the end of the 1985 season only, until then, the 037 had to be upgraded. Enter the 037 Evo 2 for 1984, boasting numerous improvements.

The most obvious difference was the rear bumper suppression. Due to its shape, it tended to fill with mud and debris on loose surfaces and, without it, access to the engine in service areas was much easier for the mechanics. No more hitting their heads on the open rear body. More significant changes were made to the four-cylinder engine. Capacity went up from 1,995 to 2,111 cc, allowing maximum declared power to raise from 270 to 320 hp. There were other changes to the engine to get this extra 50 hp, namely the maximum pressure from the supercharged went up from 0.7 to 1.0 bar. A lot more modifications were introduced in all areas, not least suspension, dampers and structural strengthening, with the aim of taking the best possible profit from the one main advantage of 037 – its relatively low weight. Compared with the Audi Quattro, Lancia's 037 was a healthy 300 kg lighter and had a much lower center of gravity, giving it better stability and agility. The development of a Safari-specific version was concluded, featuring greater ground clearance, different coils and shock absorbers, further reinforcements, bull-bars front and rear, detuned engine and more detail changes, like an extra spare wheel on the roof and searchlights.

THE END OF THE ROAD

The 1984 season was not as glorious as the previous one, with a single victory when Markku Alén and Mikki Biasion took a 1-2 in the tarmac Tour de Corse rally. There were also several podium finishes and a significant fourth place on the Safari.



▲ Kyosho launched a 1/43 replica of the 1985 Lancia Rally 037 E2, sold in different liveries like Martini and Totip.



▲ The rear hood on Kyosho's 037 E2 is an opening part and it fits reasonably well, when in closed position.

LANCIA RALLY 037 AT 40 – PART 2

1



Henri Toivonen was the new driver in the team, replacing Röhr, who had left to join his home country team, Audi. Peugeot's 205 T16 debuted in the WRC and made life even more difficult for the rear wheel-drive 037. Audi won the manufacturer's title, while Stig Blomqvist grabbed the driver's crown with the quattro. For 1985, Lancia and Abarth concentrated on developing the new 4WD machine, the Delta S4, and did not enter all WRC events. The season was tainted by the fatal accident of Lancia Martini works driver Attilio Bettega in the Tour de Corse. The 037 finished its career on a somewhat lower note. There were no wins this season – the best result was Biasion's second place in Portugal, followed by Alén's third place in Finland's 1000 Lakes Rally and Toivonen's same result in Sanremo. In 1986, the Delta S4 was the new Lancia Martini works car, however, the 037 was taken out of retirement for the Safari rally, as the S4 was not considered tough enough for the African endurance rally. Alén took the 037 to an honourable third place and definitely closed this chapter in Lancia's rally history. In the end, the Lancia Rally 037 won six events in the WRC, between 1982 and 1986, and a manufacturer's title. The car also won the European Rally Championship in 1983, 1984 and 1985. In total, the 037 won 274 rallies all around Europe.

SCALE MODELS

We start our hunt for Rally 037 scale models with a pair of diecasts from Kyosho. The Martini car was driven by Toivonen in the 1985 Monte Carlo, where he finished 6th, beaten by three Peugeot 205 T16 and a pair of Audi Sport Quattro. The Totip-liveried car finished second in Portugal, driven by Biasion. Both models have opening rear decks, affording great views of the excellent replication

1 1986 rally Safari trio - Alén's Martini car (left), and a pair of chase cars. All are HPI Racing, the last pair are Code 3s.

▲ Higher ground clearance and several other specific elements were needed to protect the 037 from Africa's rough terrain.



▲ Second spare wheel on the roof, the other under the front hood.



▲ Rear bar is a nice addition to the HPI Racing Safari E2.



▲ Front bull-bar design to protect the 037 from close encounters with wild life.

of the longitudinal 2.0-litre, four-cylinder engine. There are many small details to study, from piping to dampers and much more. The model itself is very close to the real thing, in terms of both proportions, shapes and details. Front grille and headlamps are particularly well rendered, while Martini and Totip liveries are carefully applied to the body. The roof aerial comes separately supplied for easy assembly. Kyosho launched these models some 15 years ago,



▲ A pair of Code 3s - the Bastos car is based on Ixo's 'Rally Spec' model, while Rothmans uses the HPI Racing set of parts.



▲ There are considerable differences between Ixo and HPI Racing, regarding their views on the 037.



▲ The same set of parts, with all the necessary details changes for each different version. Note rear mud flaps.

but they've stood the test of time very well.

For the next set of three models, we go for the model maker that has made the best 1/43 scale replica of Lancia Rally 037, which clearly is HPI Racing. These are diecasts made with the utmost attention to detail, perfect shapes and proportions. Put one of those next to period pictures of the real car, and it is close to impossible to find significant fails. HPI Racing made several versions and the



2 Three HPI Racing diecasts, from left the Martini without alcoholic sponsor (as mandatory in Finland), Chardonnet/Total and Totip.



▲ No alcoholic sponsors were allowed in Finland in the eighties.



▲ White caps for the inner headlamps on the Totip car.



▲ Yellow headlamps were mandatory for a car with French license plates, in period.

first one we're picking represents the 1986 Safari car, the very last time the 037 raced in the WRC. Alén drove the Martini car to third place, behind the pair of Toyota Celica TCT that dominated the Safari from 1984 to 1986. Both the red car and white car are Code 3 models, based on the same set of HPI Racing parts, and they are replicas of the pair of chase cars Lancia entered in the event as quick service cars, racing behind the works cars. They all look great with the raised suspension, six extra spotlights, bull-bars at the front and rear, plus extra spare wheel on the roof and wide front and rear mud-flaps, just like the real cars.

DIFFERENT COLOURS

In the second trio, we stay with HPI Racing for more colour and style. Alén drove the Martini car to a magnificent second place in Finland's gravel 1000 Lakes Rally. The livery keeps the usual colors, but local advertising laws implied any reference to alcoholic drinks had to be removed. The blue car, sponsored by Chardonnet and Total was driven by Jean-Claude Andruet in the Tour de Corse Rally, where he finished sixth in a car entered by the French Lancia importer. The third car, sponsored by Totip, finished third in the 1985 Sanremo mixed surface rally, with Mikki Biasion at the wheel. Apart from perfect paint jobs and decaling, each model features different details, according to the real cars. The blue car with French license plates has the traditional yellow headlamps, and on the Totip car, two of those have white covers with advertising and the Martini car is featured in night version, complete with the extra four spotlights. The absence of the rear bumper on the Evo 2 and the glass window in the rear, made all the mechanical parts easy to see and HPI Racing gives us an excellent engine bay to enjoy.

LANCIA RALLY 037 AT 40 – PART 2



▼ A pair of recently released Lancia Rally 037 E2 rally versions, both manufactured by Ixo.



▼ In its last iteration, Ixo's model was updated, featuring more realistic mud flaps.

The next pair features Code 3s made from different base models. The Bastos-sponsored car is Patrick Snijers E2, as raced in Rally Lana, a leg of ERC. It is based on Ixo's Rally Specs model, where some details have been changed, as well as applying a sheet of Cartograph decals. There's a new spotlight pod supplied by Equipe Tron, plus six realistic lamps. Rear mud flaps were also changed for thinner plastic items and a new roof aerial was fitted. The model features tarmac wheels, wider at the rear than the front.

The same professional modeller made this and the Rothmans-liveried Code 3. This one is based on an HPI Racing model, so fewer modifications were needed, apart from applying the appropriate decals sheet. The model is a real stunner, replicating the gorgeous machine that Salvador Servià drove to third place in the 1985 ERC Rally Costa Brava, where Lancia scored a 1-2-3-4 result.

To end this 'Lancia Rally 037 at 40' story, we have a pair of recently-released diecast models by Ixo. The model maker revamped the set of parts that it had been using for a while and launched a few new references. We've selected the Bastos-sponsored car, as driven by Patrick Snijers at



▲ Sponsor is complete in the 1984 European champion West car.



▲ Side window vents are mere decals on Ixo's scale model.

the 1984 Ypres rally, where he finished fourth, a result that helped him win the Belgian rally championship that year. The West-sponsored Lancia was driven by Carlo Capone in Rally Antibes, finishing first on his way to become 1984's European Rally Champion. The models are identical, except for the Bastos and West liveries, two of the best ever to be painted on a 037. Overall shape and proportions are good, there are fine details like the headlamps and front grille, a realistic tall roof aerial and reasonable wheel rims, if a little out of scale. The mechanicals are well represented, considering this is not an expensive diecast, and the rear mud flaps have been improved.

Let's hope Ixo will release other missing liveries, like 'Eminence', 'Olio Fiat' and others that raced in period, so the Lancia Rally 037 collection is bolstered by a few more examples. This was a car that was meant to be an interim solution while Lancia readied its 4WD machine, however, it conquered more than was expected. It's 1983 fight against the might of the Audi quattro had something of David against Goliath about it, and is one of the best chapters in Lancia's rich WRC story. **DC**

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1:12

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France's family favourite

John Harrison takes a look at Renault's fabulous 4 and shares his collection of miniature replicas. In this first instalment, he delves into the history of the car and some models in 1/43 scale.

Shortly after World War II, two of the major French car manufacturers, Citroën and Renault, introduced new small cars. Citroën introduced the basic 2CV in 1948, which was particularly geared to meet the needs of French farmers and cope with rough roads, whereas the Renault introduced its 4CV in 1947, a rear-engined car that could be described as a four-door smaller version of the Volkswagen Beetle, it was a much more conventional car, more suited for ordinary roads than farm tracks. When Renault decided to replace the 4CV in 1961, it opted for a car more akin to the Citroën 2CV, with torsion-bar suspension suited for some off-road use plus it was, in some ways, of more basic design. The suspension on both the Renault 4 and the Citroën 2CV gives them a nose-down stance. The Renault 4 was one of the first hatchback cars to provide a significant load capacity, especially with the rear seat folded down.

Although only the Renault 4 was available on the British market, in France the car came in two forms – the Renault 3 and Renault 4. The 3 had a 603cc engine and the 4 a 747cc one. This put the 3 in the 3CV taxation class and the 4 in the 4CV – “CV” stands for “chevaux-vapeur” which literally means “steam horses” and which broadly equates with

horsepower. The 3 was more basic in other ways – a more direct competitor to the Citroën 2CV. Both the 3 and 4 were initially four-light vehicles, i.e. having two main windows on each side, though the third window was an optional extra on the 4. The 3 had a short production life, being discontinued in 1962 and from this time on all 4s became six-light cars.

Initially, the 4 was available with a 747cc engine when introduced in 1961, but in 1963 it was also available, in some versions, with a 845cc engine from the Renault Dauphine. In 1978 the 4GTL became available with the 1,108cc engine from the Renault

▼ Two French Dinky versions compared - the grey-green Junior and the light blue 'fully-equipped' version.





▲ The terracotta French Dinky model together with the box it was supplied in.



▲ The bases of the main French Dinky model (top) and the Junior version (bottom) compared.

▲ From left to right, two French Dinky models, terracotta red then light blue, then the French Dinky Junior model and finally the Tomica Dandy example.

8 and, in 1986, a smaller version of this engine, with 956cc capacity, replaced the then standard 845cc engine. The car originally had a three-speed gearbox which, when *Which?* magazine road-tested the car, was described as “high, low and ridiculously low”. From 1968, the car had a four-speed box, albeit in a zigzag pattern with second and third gears opposite each other. It was only changed to the conventional “H” pattern in 1973. All gearboxes had a gear lever working on a ‘push/pull’ basis. Instead of being floor mounted, the gear lever came out of the dashboard. The gearbox was mounted in front of the engine, so the lever was connected to a rod that stretched across the top of the engine and which linked to another going down behind the radiator to the gearbox. One quirk of the torsion bar suspension design is that the wheelbase on the left side of the car is about two inches (five centimetres) longer than on the left!

Though the car’s basic shape did not change during production, the most obvious changes made over the years were to the front. Basically, the grille grew bigger and became plastic. There were several changes and they would take time to catalogue, but the significant one was made in 1974 when the

grille surround incorporated the headlights and became virtually full-width. Some years ago, Vitesse introduced a range of 1/43 scale models of the car’s different guises. Collecting all of those would enable you to see how the model changed over the years.

The Renault 4 was manufactured as a hatchback, a van (referred to as the Fourgonnette) and a pickup truck. There were a number of limited edition versions of the hatchback and, in 1978, the GTL was introduced with an 1,108cc engine geared for economy, with distinctive grey plastic strips along the bottom of the doors. The Sinpar company converted Renault 4s to four-wheel drive. It also designed a jeep-like four-wheel drive military version. Renault then commissioned Sinpar to produce a front-wheel drive, topless version, which was sold as the Plein Air (fresh air) aimed at the beach buggy market, but this did not prove popular and only 563 examples were produced.

The Renault 4 was a very successful car. It was manufactured in 27 different countries as well as in France and, in total, over 8,000,000 examples were produced. At one time it had the distinction of coming third in total worldwide production figures for any car after the Volkswagen Beetle and the Ford Model T, but the Lada has now pushed it into fourth place. Manufacture in France ceased in 1992, but continued in Morocco and Slovenia until 1994. Renault replaced the 4 with the Twingo, which initially was not manufactured in RHD form so not available in Britain. This was a very different car from the 4 so not a direct replacement.

Moving on from the real car to the models, I will mainly be writing about contemporary toys rather than more recent collectors’ models, though I have thrown in a few of the latter which I consider to be particularly interesting. In this first part, I will look at the 1/43 scale models of the saloon/hatchback, followed by models of the saloon/hatchback in other scales in part 2, then van models (part 3) and finally models of versions of the 4 with other bodies (part 4). Unless I say otherwise, assume models have windows, though in some instances not all the windows on a particular model are “glazed” to help little fingers open the relevant doors.

FRENCH DINKY TOYS JUNIOR (FRANCE)

In 1962, Dinky in France introduced a Junior range intended to compete with some of its competitors’ lower-priced offerings. They were basic versions of some of the cars already in its range. These did not have ‘windows’, interiors or opening features. As well as the Renault 4, the range comprised a Peugeot 404, a Panhard PL17, a Renault 8, a Simca 1000, a Citroën 2CV and an Opel Kadett. The Renault 4 was grey-green in colour. These models were not particularly successful and are rarer than their ‘fully-fitted’ equivalents. The range was discontinued in 1969.

FRENCH DINKY TOYS (FRANCE/SPAIN)

This model was introduced in 1961, so clearly is the first version of the Renault 4. Following close cooperation between the Renault and Dinky

▼ Another angle with which to compare the mainstream French Dinky with its Junior range counterpart. The lack of glazing and an interior being the two most obvious deficiencies.



1



▲ French Dinky versus Tomica Dandy. Note the author's Dinky model has been embellished by a previous owner with stickers from a Corgi Accessory Pack.



▲ Rear views of the terracotta French Dinky and Tomica Dandy models and an interesting comparison of the rear end treatment by both manufacturers.

design teams, both the real car and the model were introduced on 5 October 1961. Renault had been impressed with the earlier Dinky Dauphine model and this cooperation was the outcome. The common colours are light blue and terracotta with a prominent silver stripe, but there is also a rarer orange version. In addition there is also a yellow post office car with a wings symbol on the front doors and blanked out rear side windows, a red Paris fire brigade version with emblems on the front doors and a radio aerial and bell on the roof, and an orange "Dépannage Autoroutes" (road rescue) version with "AUTOROUTES" on the front doors and an aerial on the roof. Only the terracotta version was sold in Britain, in 1962 and 1963. The model has an interior, steering (activated by pressing down on the appropriate side of the car) and independent suspension. The interior even incorporates the rails which were on the back of the real car's rear seats.

French Dinky models of this era were good quality and this is not an exception. The mould was subsequently updated to provide the later, wider grille and this version comes in a darker blue made for French Dinky by Auto Pilen in Spain. Most of the French Dinky models have been copied by

▲ The Elf/Gitanes version of the Tomica Dandy model demonstrating its opening doors and rear tailgate. Note the cases 'loaded' in the boot, but also that the rear door does not raise up to the prototypical height.

1 Front three-quarter view, again with the doors open. Not shown is that the bonnet tilts forward too, revealing a basic, but pleasing interpretation of the engine bay.

▼ Head to head, the Tomica Dandy model and the terracotta French Dinky example. Note the Tomica version emulates the nose-down stance of the actual car.

Atlas in recent years. The French Dinky Renault 4 Sinpar 4x4, a jeep version of the Renault 4, will be described in the last part of this series dealing with special bodied Renault 4s.

TOMICA DANDY (JAPAN)

This is a nice model of the Renault 4TL. It does, however, seem slightly too wide to me and the radiator grille somehow seems to heighten that impression. It is one of the later versions of the Renault 4 with the wider grille. Opening features are the bonnet, front doors and rear door. The rear door does not open to a full height, but opening it reveals a pile of neatly stacked suitcases. There are four variations – a plain white one and a blue one with a white bonnet, and the white one is also available with Air France and Aéroport de Paris (Paris Airport) tampon-printed advertisements. The blue with a white bonnet version comes as a Formula 1 support vehicle with Elf (a petrol brand) and Gitanes (a cigarette brand) advertising. Perhaps, surprisingly, though motorists in Japan drive on the left, the steering wheel of this model is on the left. Interestingly the writing on the base is in Latin script, not Japanese. **DC**





We're all going on a...

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

Admit it, you're singing it in your head already! But, can you believe it's the 60th anniversary of *Summer Holiday* this year? The film premiered in London on 10th January 1963 (60 years to the day as I am typing this!), before going on general release on 18th February. It was the norm back then for it to then take a while to go overseas, and this film was no exception, finally premiering in the USA over a year later, on 12th March 1964.

The plot was a simple one – Don (Cliff Richard) and friends Cyril, Steve and Edwin are bus mechanics at the London Transport bus works in Aldenham, Hertfordshire. During a miserably wet British summer lunch break, Don arrives, having persuaded London Transport to lend him and his friends an AEC Regent III RT double-decker bus. They convert the bus into a holiday caravan, which they are to drive across continental Europe, intending to reach the South of France. On the way, they are joined by a group of young women and the destination changes to Athens, in Greece.

THE REAL BUSES

Three actual London buses were used in the filming, posing as bus number RT1881 and fitted with the fake number plate WLB 991. The buses – 1949 London Transport AEC Regent III RTs – were in fact RT2305 (original number plate KGU 334), RT2366 (KGU 395), and RT4326 (NLE 990). Interestingly, a real bus had previously been given the fleet number RT1881 by London Transport, with the number plate LLU 767.

A COMMEMORATIVE MODEL

For the 50th anniversary, in 2013, Richmond Toys released a rather cute little 1/72 scale diecast in a splendid, commemorative box, featuring images

▲ The bus is a basic, but very appealing replica, and features period advertising and destination blinds.

► One of the promotional posters used at the time of the film's release in the US.

▼ Richmond Toys' 50th anniversary model, released in 2013, comes in a wonderful box, covered with scenes and graphics from the film.

and graphics from the movie (thanks to it being an officially licensed product). It also featured the correct, period advertising on the sides of the bus and the destination blinds, as modified by our band of happy campers in the film. The only non-authentic graphics were the replacement of the golden "LONDON TRANSPORT" on the lower deck sides, below the windows, with "50TH ANNIVERSARY", albeit in a similar style.

It's a fab little model and I've owned it for ten years now, keeping it within the box for display, because the artwork is so cheery. **DC**



Alfa Romeo 4C Coupé and Spider models

David Lynn extends his collection of the stylish Italian beauty.

Late in 2019, Alfa Romeo quietly ceased production of its exquisite 4C Coupé and Spider duo, leaving unsold stock around the world to trickle out over the following months and, after recent cancellations of mid-range GTV and exotic 8C successor projects, bring a sad end to the tradition of almost a century of glamorous sports cars. Another indication of Fiat's corporate intentions occurred earlier in the decade when Alfa's collaboration with Mazda to develop a budget MX5-based roadster was hijacked to become the revived Fiat and Abarth 124 Spiders, apparently under the pretext that no Alfa could ever be made in Japan. This iconic brand's prospects are now dependent on family saloons (Giulia and the recently retired Giulietta), incongruous SUVs (Stelvio and the repeatedly delayed Tonale) and the tokenistic rebranding of an unsuccessful Formula One team. There were also ominous rumours that Alfa would be sold off in a rationalisation exercise following the

Stellantis mega-merger of FCA (Fiat-Chrysler) and PSA (Peugeot etc).

The steady trivialisation of such a famous heritage is depressing, particularly in light of how its similarly-charismatic stablemate brand of Lancia has been reduced to invisibility outside Italy. This article is therefore a brief tribute to the enigmatic 4C, a design which was simultaneously gorgeous and frustrating, but provided some very desirable miniatures. It picks up from my previous account (August 2016 issue) of two superb high-end Coupé models, which at that point represented the range of 1/43 options available.

Dealing briefly with the frustrations of the full-size car, it was launched as a concept Coupé in 2011 to a rapturous response, and entered production in 2013 at Maserati's Modena factory, with the Spider appearing in 2015. Despite many awards such as the "Most Beautiful Car of the Year 2013" at the 29th International Automobile Festival in France, its mechanicals were woefully underdeveloped – a

▼ My 4C quintet (left to right): Spark red production Coupé, Looksmart white Launch Edition Coupé, TSM yellow production Spider, Panini red production Coupé, TSM white production Spider.



memorable comment in Autocar wondered how Alfa managed to make such a mess of the 4C and described the Spider as “one of the most incompetent sports cars that I’ve ever driven”. Alfa never addressed this mismatch of expectation nor attempted to broaden the range with enhanced versions apart from a few superficial trim editions. Some hardcore Quadrifoglio prototypes were built but kept under wraps, and the range was allowed to wither away instead of reaching its potential. British sales in 2018 of only 24 across both versions is a damning verdict.

This loss of opportunity was probably also affected by the largely unsympathetic range of available colours, which basically comprised black, grey, white or two reds, plus uniquely for the Spider a yellow option. A couple of very limited run-out editions added a silver Competizione coupé and the Spider Italia in a gorgeous Misano Blue Metallic, but where were the vibrant greens, oranges or other blues, for instance, which might have really accentuated the alluring styling? This inevitably constrains the scope of model offerings, as the selection is quickly exhausted before colours become repetitive.

The 4C has been extensively modelled across many scales, but a further frustration lies in wait for 1/43 collectors with, until recently, the available selection being limited to expensive non-mainstream brands – none of the usual mid-range names, such as Minichamps, Ixo, Norev or Vitesse, went near the 4C. Six years ago, a couple of opportunistic bargains provided my two coupés, with a red resin in 2013 production trim from Spark (S3893, also released as a twin S3894 in gloss white) and a pearlescent white 2013 Launch Edition by Looksmart (LS418A) – the latter in particular would normally be way beyond my reach, but was also used as a dealership promotional by Alfa Romeo, which released a batch at less stratospheric prices. At that point, it seemed likely that, despite announcements by TrueScale Miniatures of a range of Spiders, my 4C adventure would cease. However as the accompanying pictures show, the previous duo has expanded into a quintet, with the



▲ Both TSM Spiders, showing cockpit highlights in the white example.



▲ Rear view of the TSM Spiders.



▲ The yellow Spider's stark Nero Edizione contrasting colours...



▲ ... and again, highlighting the unrelentingly black interior

arrival of two Spiders and another red Coupé.

TSM eventually released four versions of the Spider, in red, yellow and two white alternatives, and some detailed untangling is needed to explain their differences and provide pointers to the best choices among them. All four have 10-spoke alloys, instead of the 5-hole design from the coupés and simpler projector-style headlights, and a wealth of carefully applied detail for attributes such as the extensive use of carbon-fibre for mirrors, spoilers and so on. These are excellently executed models, well up to the expected standards of TSM's reputation and premium pricing.

Both illustrated examples are described as 2016 models, so are therefore production liveries. TSM430141 in Matte White has red seats, silver wheels, white mirrors on black stems, a white rear spoiler with CHMSL, twin widely-spaced exhausts with chrome tips, a black lower side vent, and Alfa logos on the headrests. TSM164383 in Giallo Prototipo yellow – which confusingly is the name of the colour, not a description of the car as a pre-production concept – has the Nero Edizione package where all brightwork and trim is finished in black. To my eyes, at least, while the yellow is the best colour among this 4C selection, the black contrast is too distracting and replaces subtlety with overwhelming starkness. The white Spider breaks up this contrast with a scattering of variously coloured elements, so is actually rather more satisfying to look at, and enables the finesse of the cockpit to be better appreciated.

I have only seen the other two liveries onscreen – both described as 2014 Spider Concepts with TSM154313 in Rosso (gloss red) and TSM154314 in Bianco (gloss white) – but each appears likely to be similarly overwhelmed by the black contrast, although perhaps less jarringly for the red scheme, and the white scheme has brown seat and headrest edging which prevents the interior being an unrelenting dungeon. In terms of detailing, the Rosso model seems pretty much identical to the yellow livery, despite being labelled 2014 Concept. However the





Bianco Concept has small differences – there is no lower side vent which was unique to the production Spider and fitted only on the LHD driver side, and the exhausts are centrally paired under the rear numberplate instead of being widely separated, so is likely to match the pre-production show car spec from initial unveilings in 2014.

So, for anyone contemplating any of this TSM quartet, whether or not my comments have the same impact, the recommendation is to choose carefully between the permutations to avoid any nagging feeling that the model is not quite as entrancing as it could be. Maybe one day I'll be brave enough to test my theories by unscrewing the base plates and swapping bits over to see if a yellow Spider with silver wheels and red seats gives the most satisfying combination, but the risks of something going wrong when tinkering with such expensive models seems too high.

My final arrival, at long last, provides an affordable route into 4C ownership in this scale, thanks to a partwork edition sold in Britain under Panini branding for Centauri. This red coupé is #44 in the Supercar Collection and was released in April 2020 for £11.99 plus postage. It is a straightforward diecast in a blister pack with display case, plinth and accompanying pamphlet, and while it is inevitably less detailed than the premium models, is more than welcome. Depicting a normal 2013 production coupé in a slightly flat shade of Competizione Red with

▲ White duo from Looksmart and TSM, showing Coupé/Spider differences for lights, mirrors, vents and rear spoiler finish.



▲ Panini's budget partwork red Coupé with booklet.

▼ Red Coupé comparison of Panini (left) and Spark.

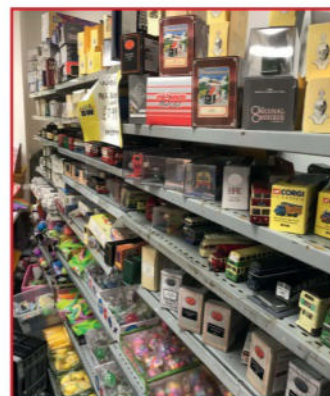
the black Nero Edizione package, its only real flaw is the wheels in deeply dull grey with exaggerated Pirelli P-Zero logos, which look clumsy and cheap. The same model was released in a 2019 Italian Fabri-branded partwork for Centauri as #35 with silver wheels and no tyre logos and onscreen looks better, although it does not have the carbonfibre detailing applied to the British issue. There is also a third version of what I think is the same casting released as a budget Motormax Super Wheels toy, which has only very basic detailing and is probably not worth pursuing.

With the 4C now officially defunct, the chances of further models are probably minimal – its time has been and gone, although if TSM want to close the book on this enigma with a final release of the Spider Italia edition in that gorgeous shimmering blue, it could perhaps become the ultimate best livery among all those issued. As a parting verdict, the 4C was a stunning aesthetic achievement and despite many niggles which are unavoidably inherited by its miniature counterparts, the models are similarly exquisite. For me the solid simple colours such as gloss red and white work best at this scale, preferably with some interruptions to dilute the overpowering black trim packages. As almost every 1/43 buying option involves a substantial outlay, careful pre-purchase consideration is essential to ensure whichever model fully delivers its anticipated quota of enjoyment. **DC**



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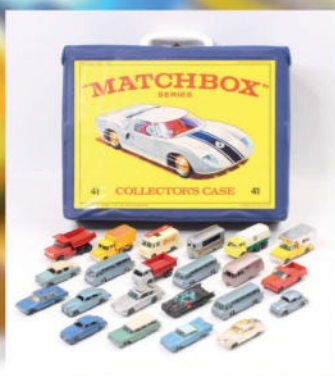
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The Hot Wheels Years: 1999

Mike Pigott continues his series on the Hot Wheels annual new releases. This time we go back over 20 years to look at the new castings from 1999.

Starting in 1995, Hot Wheels began naming its new models as 'First Editions' and initially twelve original items were introduced every year – meaning that new castings were released at the rate of one a month. However, this didn't last long, as to celebrate its 30th anniversary in 1998 there were 40 new models produced. In 1999, this was cut down to 26 First Editions, but in subsequent years the new items could range from 36 to 52, hitting a peak in 2004 when 100 vehicles were issued.

The 26 new models for 1999 were a mixed lot, and an interesting cross-section of vehicle types. What was most notable about the 1999 models was how well-made and solid they were, particularly in comparison with more recent efforts – nearly all of them had diecast bodies and bases, and detailed interiors. Several were issued in more than one colour.

1936 CORD

The first of the new models this year was a 1936 Cord, based on a Cord 810 Westchester, a four door sedan with a streamlined boot and a non-

▲ Olds Aurora GTS-1.



▲ 1936 Cord.



▲ '99 Mustang.



▲ 1938 Phantom Corsair.

supercharged V8 engine. The Cord 810 had a very distinctive look, with an angular, louvred bonnet and no running boards. 1936 Cord was a very accurate model, with a one-piece diecast body that incorporated the bonnet and front wings. It was initially painted a very nice shade of metallic burgundy, and had a chrome plastic base that incorporated the front and rear bumpers. The interior was in purple plastic. It was later produced in black and metallic green, and was retired in 2005.

'99 MUSTANG

A new model of the ever-popular Ford Mustang was introduced this year. It differed from the existing 1996 Mustang GT in that it was a coupe rather than a convertible. The model had a one-piece diecast body, black plastic base, tan interior and clear windows. Early versions were painted metallic blue, although this was changed to metallic purple during the first run. The 35th anniversary decals were tampos printed on the front fenders, being Mustang logos inside a wreath. It proved to be a very durable model, appearing in numerous liveries, and was still in production as late as 2018.



1970 Chevelle SS.



Pontiac Rageous.

1938 PHANTOM CORSAIR

Surprisingly, a second 1930s Art Deco classic was introduced in 1999 – the 1938 Phantom Corsair. The Corsair was an early concept car, and was designed by Rust Heinz, an heir to the Heinz Foods empire. Based on a Cord 810 chassis, the Corsair shared its front wheel drive and low stance, but had a futuristic design with enclosed wheels and a streamlined profile.

The model accurately captures the Corsair's aerodynamic shape. The one-piece diecast body is painted gloss black, which is accurate to the original, although this was changed to dark metallic blue later in 1999. The unpainted metal base includes the large front and rear bumpers, while the interior is grey and the windows are clear. Later issues were produced in metallic purple and burgundy, as well as some less realistic liveries, although the casting had a fairly short life, being withdrawn in 2003.

1970 CHEVELLE SS

The only classic muscle car released this year was the legendary 1970 Chevelle SS, a mid-sized Chevrolet coupe with a massive 7.4 litre engine. The Hot Wheels model was very accurate, with a bonnet bulge and jacked-up rear wheels. It was fitted with a heavy plated-metal base, which included the grille and bumpers. A very popular model, 1970 Chevelle SS is still in production, most recently appearing in the 2023 Fast and Furious 5-pack. However, later issues are 'dumbed down' and have a plastic base.

OLDS AURORA GT3 / GTS-1

Introduced in 1994, General Motors developed a tubular-bodied silhouette racing version of the Aurora with non-standard coupe bodywork. Hot

Wheels sponsored one, so naturally a model was introduced to the mainline. This appeared in three different liveries and had two different names during the course of 1999.

The first version was based on the sponsored racer – painted white, with metallic blue sides and rear, #11 racing numbers, Hot Wheels logos and various sponsor decal. The base and rear spoiler were in black plastic. This version was marked "Olds Aurora GT3" on the base and packaging.

It was reissued in red with a black spoiler and a generic Hot Wheels livery, with #1 on the roof. This was later changed to metallic silver-grey with a red spoiler. These examples now had 'Olds Aurora GTS-1' on the base and packaging. Olds Aurora was reissued infrequently over the years and was last produced in 2012.

MONTE CARLO INTIMIDATOR / CONCEPT CAR

The Chevrolet Monte Carlo was a full-size luxury coupe produced throughout the 1970s and '80s, and revived in the mid 1990s. The Monte Carlo dominated NASCAR racing in the late '90s, so in 1998, Chevrolet introduced a racing-styled concept car called the Monte Carlo 'Intimidator'.

The Intimidator was fitted with a V6 engine, front air dam, side skirts, roll cage, racing wheels and racing style seats. It was painted bright red with silver spoiler and skirts. Hot Wheels added this to the range in 1999, and it initially had 'Monte Carlo Intimidator' on the base and packaging.

However, it turned out that Chevrolet did not have the rights to the 'Intimidator' name. As a result, Hot Wheels had to change the name of the model to 'Monte Carlo Concept Car', so the base engraving and packaging were modified. The model was painted in the correct colours of red body and silver diecast base, which extended to the door sills. The interior was in grey plastic and the windows had a smoked tint. Later examples were in a less-accurate shade of dark metallic red.

PONTIAC RAGEOUS

Another concept car, introduced by General Motors in 1997. It had a sleek sports car profile, and was fitted with a 5.7 litre V8 engine. However, it was a very versatile car and, unusually for a sporty muscle car, had variable interior space for carrying people and cargo. It had concealed rear 'suicide' doors, and a hatchback with a drop-down tailgate.

The Hot Wheels version had a diecast body painted in an accurate shade of metallic red, with logos on the front doors. The top half was made of translucent smoked-grey plastic, with the roof and rear deck painted black. The base was black plastic, the interior was grey, and the wheels were three-spoked mags that were quite similar to those on the real car. In 2000, it was reissued in metallic blue, and it was produced in several other colour schemes until it was withdrawn in 2009.

SEMI-FAST

Hot Wheels' first model of a European-style racing truck. Although a generic design, it appeared to be



▲ Monte Carlo Intimidator.



▲ Semi Fast.



▲ Tee'd Off.

VINTAGE RANGES



Popcycle.



Fiat 500C.

based on a Mercedes-Benz. This was the only model in 1999 to have a plastic body. The base was diecast and included the lower grille. The bodywork was plastic and incorporated the skirting and lower part of the cab, while the upper cab was a separate part and included a roof spoiler. Initially, it was coloured all red with black and yellow stripes, although this was changed to black lower body with red cab. In 2000, it was recoloured in blue and white with the same decals. It was released in a few other racing liveries, but had a fairly short life in the range, until 2004.

TEE'D OFF

Although bizarre, Tee'd Off was certainly original – it was a hot rod golf cart! A well-made model, it had a pearlescent white body with a matching plastic roof with the logo of 'Miller Country Club' printed on the top. Mounted behind the seats was a massive chrome engine topped by a big air cleaner. Later in 1999, the colour scheme was changed to dark metallic blue with a white interior. Surprisingly, Tee'd Off proved to be a very popular model, and was reissued many times before it was withdrawn in 2007.

PORSCHE 911 GT3 CUP

Although it looks similar to a standard Porsche 911, the GT3 Cup is a high-powered homologation special produced to compete in the FIA GT3 Cup racing series. The Hot Wheels model was painted silver, and could be found with the rear spoiler in either black or yellow. The interior was red, and the base was black plastic. The glazing was blue tinted, and incorporated the headlights. A second run was produced in metallic purple with a black spoiler. A popular model, the most recent version was issued in 2020.

FIAT 500C

Only the second Fiat to be modelled by Hot Wheels, this was a little Fiat 500 converted into a drag racer. The name of this model was incorrect as it was not a Fiat 500C, which was a post-war car, but a 1936 500A 'Topolino'. However, it was a fun model with a diecast body painted metallic purple, and a diecast base which incorporated the centrally-mounted seat. The protruding engine, side pipes and windscreen were made from chrome plastic. It was reissued many times and was withdrawn in 2014.

TRACK T

Track T appears to be a souped-up Ford Model T



▲ Track T.



▲ Phaeton.



▲ Ford GT40.

▼ Baby Boomer and Screamin' Hauler.

roadster with an extended, streamlined front end and open wheels without fenders. Although a small model, it had a very high diecast content. The body was initially painted black with flame decals on the bonnet top. A tan plastic tonneau cover was attached, and this included the dash and steering wheel. Track T appeared in numerous liveries before its final issue in 2013.

POPCYCLE

The name Popcycle is a play on 'Popsicle', the American word for ice lolly, although there doesn't seem to be any ice cream connection. It is a strange, asymmetrical machine with an enormous plated engine taking up the whole of one side. The other side has a cockpit situated on a front overhang, with a covered platform behind. Mounted on this platform is a 1970s 'Chopper' pushbike, completely enclosed by a translucent box, which also forms the canopy over the cockpit.

Popcycle was first issued with a purple body and orange-tinted windows, with the engine and bicycle being chrome-plated. The unpainted diecast base included the air intakes and driver's seat. Popcycle was issued infrequently before being retired in 2009, and later issues were renamed 'Motor Psycho'.





PHAETON

Phaeton is another classic custom which, like Track T, looks to be based on a real hot rod. It appears to be a very heavily modified Ford Model A Phaeton. The model features a long bonnet with a pointed, sloping grille, open front wheels and no rear overhang. The body is painted an extremely attractive shade of metallic aqua, with gold and silver pinstripes. Phaeton was another popular model, and appeared in dozens of different liveries before being withdrawn in 2014.

SCREAMIN' HAULER

Another bizarre creation, Screamin' Hauler is a weird open-cab hot rod pick-up truck. It has very narrow bodywork, with a single-seat cab and a rather slim load bed. The diecast body is painted purple, and the bare metal base includes the seat and rear exhausts. Screamin' Hauler was re-released only a few times before being retired in 2009.

FORD GT40

One of the most famous racing cars of all time, the Ford GT40 was developed by Ford in 1964 to take on Ferrari at Le Mans. The model of the Ford GT40 is an extremely detailed casting, with wing mirrors, fuel fillers and the distinctive door shut lines. It was first produced in an authentic-looking dark blue



▲ Turbulence.



▲ Shadow Mk IIA.

The 26 new models for 1999 were a mixed lot, and an interesting cross-section of vehicle types. What was most notable about the 1999 models was how well-made and solid they were, particularly in comparison with more recent efforts...

livery with white stripes. It has been issued in a huge number of liveries, including some very accurate ones, and its most recent release was in 2021.

JEEPSTER

The Jeepster was a 1998 concept car, a cross between a sports car and an off-roader. The Hot Wheels model is very accurate, and was issued in the correct colour scheme of red with black and silver trim. The body and base were both diecast, with a black plastic component in-between which made up the interior, bumpers and wheel arches. Jeepster was issued in a few different versions before being withdrawn in 2008.

TURBULENCE

Turbulence is a representation of a 1950s land speed record car. It accurately captures the look of this type of vehicle, with its low stance, bulging wheel arches, tapered tail, and streamlined fairing behind the offset cockpit. The body was painted gloss black with a gold '1' racing number on the nose and 'Dayla Special' in script on either side of the engine. The thick base was bare metal. After appearing in a few less convincing liveries, it was phased out of the range in 2008.

PIKES PEAK TACOMA

This model is based on the winner of the 1998 Pikes Peak International Hill Climb, a gruelling race through steep and winding trails in Colorado. The Hot Wheels model was initially finished in the authentic yellow and white livery of the real truck, with 'Pennzoil' sponsorship decals. The diecast body included the angular rear spoiler, while the flat base was black plastic. A later release was in a red Toyota livery with yellow interior and cover. Pikes Peak Tacoma was last produced in 2012.

SHADOW MK IIA

Shadow Racing Cars was an American racing team that competed in the Can-Am Challenge Cup in North America during the early 1970s. After the demise of Can-Am racing, the Shadow team relocated to the UK and changed to Formula 1 racing. The Shadow Mk IIA is quite a famous car, although it was not hugely successful in Can-Am. The body was well detailed, capturing the sloping nose and angular lines, and was painted in the correct gloss black with racing number '101' and sponsor decals. The rear engine was diecast and incorporated



the spoiler, which carried 'SHADOW' lettering. It was later produced in six less realistic liveries before it was discontinued in 2009.

360 MODENA

Naturally, Hot Wheels included a model of the latest Ferrari, which in 1999 was the 360 Modena. It was named after the hometown of Enzo Ferrari, and featured curvaceous coupe body styling and an aluminium chassis. The first release was in a track livery, painted white with red GT stripes along the nose, '360' racing numbers on the doors, and black wheel hubs. The second version was a more standard looking Ferrari, in red with a modest 'prancing horse' badge on the nose, and chrome wheels. Unsurprisingly, this proved to be a popular model and appeared in numerous colour schemes before it was withdrawn in 2008.

'56 FORD

The vaguely-named '56 Ford was actually a great model of a souped-up 1956 Ford F-100 panel van. The diecast body was painted light silver-blue and had 'Ford Genuine Parts' decals on each side. It featured a non-standard forward hinged bonnet, also diecast, and a grey plastic base. An enormously popular model, '56 Ford was produced in countless liveries and was particularly popular as a promotional item, and is still currently available, although the tilting bonnet is now sealed.

CHRYSLER PRONTO

The Chrysler Pronto was a 1998 'retro style' concept car. A coupe with a roll-back fabric top, it echoed the shape of a classic hot rod. Although the Pronto did not make it into production, it evolved into the Chrysler PT Cruiser, a successful retro-style car that was available in convertible and station wagon models. The Hot Wheels replica had a one-piece diecast body painted pearlescent yellow, with the sliding top touched up in black. In 2000, it was produced in purple, and was reissued infrequently until 2016.

BABY BOOMER

Probably the silliest item this year, Baby Boomer is a baby's pram converted into a dragster. The thick,

▲ Two powerful Porsches - Porsche 911 GT1-98 and Porsche 911 GT3 Cup.



▲ Mercedes CLK-LM



▲ Ferrari 360 Modena.



▲ '56 Ford Truck.



▲ Chrysler Pronto

unpainted metal base also forms the pusher handles and a ladder bar, with a chrome plastic engine and separate grey air scoops mounted on top. The pram body is mounted at the rear, and is painted blue with flame tampos. Comical details include a rattle for a steering wheel and a pair of feeding bottles on the front spoiler. Baby Boomer was only reissued a few times before being retired in 2006.

PORSCHE 911 GT1-98

A second racing Porsche 911 was also introduced this year, but was substantially different to the 911 GT3 Cup. The Porsche 911 GT1 was launched in 1996 to compete in international GT racing. The improved model for the 1998 racing season, the 911 GT1-98, looked even less like a 911, and more like a sports prototype racer. The diecast body included all details including door shut lines, roof air intake and flowing wings. The black plastic base incorporated the rear spoiler, and the black interior moulding included the exhaust pipes. First Editions were finished in a realistic white livery with orange and magenta flowing stripe decals. In 2000 it was reissued in purple with red and white decals. Porsche GT1-98 was recoloured infrequently and was last seen in 2010.

MERCEDES CLK-LM

Like the Porsche 911GT1-98, the Mercedes-Benz CLK GTR was developed to compete in GT racing. Although it took some styling cues from the Mercedes CLK road car, it was a very different animal with carbon-fibre bodywork. A certain number had to be produced for homologation purposes, so a street version was also released. After performing well on the track, a modified version, called the CLK LM, was designed for endurance racing. The Hot Wheels model is another detailed casting showing the distinctive Mercedes-Benz grille, cooling vents, roof air intake, gullwing door outlines and two-level rear spoiler. Surprisingly, despite its racing pedigree, it is finished in a street livery of silver with no decals. Only three other versions were produced. It was never produced in a racing livery - possibly for licensing reasons - and was discontinued after only four years. **DC**

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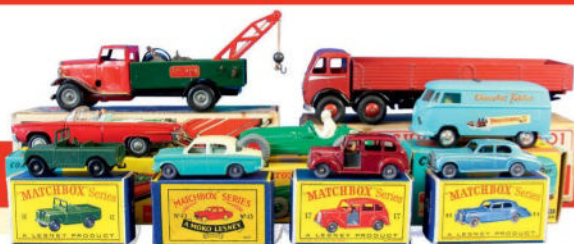
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The Standard Vanguard in miniature

Andrew Ralston details the models of this wonderful classic car.

Commercial genius, showman, man of vision, egotist, autocrat – just a few of the descriptions that have been applied to Sir John Black (1895–1965) who, for a twenty year period before and after World War II, ran the Standard Motor Company. Whether they admired or feared him, all who worked with this fascinating and complex figure would have agreed that one of his most important and far-reaching business decisions was that Standard should follow a ‘one model’ policy in the post-war years, with all the company’s efforts being channelled into a single new car – the Vanguard. The significance of this has been well-summarised by motoring historian Graham Robson, who points out that “this was to be one of those occasions, rare in the British motor industry of the period, when . . . the product was new from end-to-end”. It was, adds Robson, “a colossal gamble” – but one which paid off handsomely.

The story goes that John Black called in his stylist, Walter Belgrove, and told him to go to the American embassy in London and come back with some photos and drawings of the Plymouth cars parked outside, as Black thought the Plymouth was the best-looking US car around. Belgrove was less than keen on designing a car copied from an American one, but he had to do as he was told. The end result was certainly striking, though inevitably, the attempt to replicate the shape of the Plymouth on a much smaller wheelbase produced a look that some thought rather dumpy. Even when, after 1953, the car was restyled with a more conventional ‘notchback’ rear end, it still looked very upright. But none of this stopped the Vanguard being a big seller, particularly in the all-important export markets, and combined sales of Phase I and Phase II models over a ten year production run amounted to 270,000 units. The Vanguard was then replaced by the more modern-looking Phase III model and variations of this shape remained on sale until production of Standard cars ceased in 1963. Standard had taken

► 1948 Standard Vanguard advert shows the car in an old-world English rural setting, but at the time it was only available to overseas customers. “Made in Britain...Designed for the World” ran the slogan.



▲ Late Dinky issue, No 153, in cream and boxed individually.

▼ Familiar to every Dinky collector, the distinctive curved shape of the Standard Vanguard Phase I. Photo: Vectis Auctions



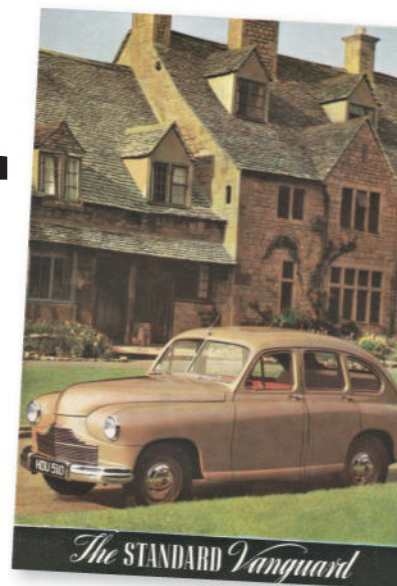
over the ailing Triumph firm in 1945 and, from 1959, the company was known as Standard-Triumph.

VANGUARD PHASE I MODELS (1947-53)

Being one of the first truly new British post-war cars, it was not surprising that the first-generation Vanguard attracted the attention of the three biggest British toy companies: Meccano, Mettoy and Lines Brothers (Tri-ang).

• Dinky Toys

Of these, the Dinky, as so often, is the most familiar one to collectors. It was introduced in an advertisement in the November 1948 *Meccano Magazine* and was described in more detail the following month, and considering the car was first shown in public at the Brussels Motor Show in February 1948, it can be assumed that Meccano and Standard had been working closely behind the scenes to get the model prepared – a relationship that would grow still closer over the coming years, allowing Dinky to bring out a model of the Triumph Herald on the same day as the real one.



Numbered as 40E in the 40 series of post-war saloon cars, the Dinky Vanguard, at first, had open rear wheel arches, like the real car and, following the prototype, these were duly covered in after 1950. The model was supplied in trade boxes of six until it acquired an individual yellow box around the time of the 1954 renumbering exercise, when it was designated as 153. The Dinky was last illustrated in the 1958 catalogue, though it wasn't formally deleted until 1960. Over the years, numerous books and articles have chronicled the relatively minor baseplate and boot lid variations that occurred and a convenient summary of all the casting, base, colour and packaging changes can be found at <https://diecastgems.com/dinky-40-series-153-standard-vanguard/>. Usual colours are beige, blue or, later, cream, but maroon and dark blue are much harder to find. A maroon example, in less than mint condition, fetched £340 (plus commission) at a Vectis auction in 2022.

• Mettoy

Rivalry between Meccano Limited and Mettoy was at its most intense after the arrival of Corgi in 1956, but, some years before that, the two companies were already competing against each other with their interpretations of the Standard Vanguard. Dinky cars, of course, were made to a classic and well-established pattern of diecast body and tinplate base, but, in the late forties, Mettoy was still making lithographed tin toys. These were beginning to look rather dated, and there were increasing safety concerns about the sharp edges, so Mettoy began experimenting with different body sizes, raw materials and methods of propulsion, almost as if it was searching for the best format before finally deciding to concentrate on a diecast range designed to take on Dinky head-on.

This experimental phase resulted in a number of different Mettoy Standard Vanguards in the 1950–54 period. According to the 1950 catalogue, the 'Mechanical Car – Standard Vanguard' (as it was officially called) came in both three-inch (No 502) and four-inch (No 602) lengths, both fitted with clockwork motors and steerable wheels. No 603 was a more elaborate version of the four-inch car with 'reversing bumper action'. The forward-and-reverse Vanguard was also scaled up to five-inch size (No 703). The 1951 catalogue says that the "car runs forward as back bumpers bump – and backwards



▲ Trade box of six Dinky Vanguards showing the early version (No 40E) with uncovered rear wheels. Photo: Vectis Auctions



▲ Largest Mettoy is eight inches long, with plastic body and tinplate interior. Photo: Vectis Auctions



▲ Rare maroon colour on the Dinky. Photo: Vectis Auctions

▼ Five inch Mettoy mechanical Vanguard.



as front bumpers bump", conjuring up a picture of the car shooting across the floor until it hits a skirting board or table leg and changes direction – something that usually led to the fragile bumpers breaking. A further problem is that the chassis was moulded in plastic of a type which tends to warp, a common issue with plastic toys of this era.

The range was further expanded by producing the smaller three-inch Vanguard with plastic body as a police car (No 510), a taxi in yellow with roof rack (511) and a fire chief's car (512) with a ladder fitted to its roof, making it look a bit like Dinky's old Streamlined Fire Engine first seen in 1936. The four-inch version came in plastic too, either with a flywheel motor or in a very basic version without motor or baseplate – nothing more than a body shell with the axles clipped on. Mettoy found a use for this well into the 1960s, even though it was based on a real car withdrawn in 1953. A trade catalogue for 1965 shows that the model was still available as part of a service station set along with an Austin breakdown lorry.

There are always surprise discoveries to be made in the world of vintage toys and, in the December 2014 sale held by Vectis Auctions, yet another Vanguard from Mettoy turned up. This one was eight inches long, with plastic body and clockwork mechanism, packed in a very colourful picture box. It sold for only £35 (plus commission) – surely a bargain for someone, as very few collectors knew it existed.

It might seem that Mettoy went over the top with so many Vanguards, but this made economic sense as the same technical drawings could be scaled up or down as required. Incidentally, at least one original brass master for the Mettoy Vanguard has survived and has recently been offered for sale for several thousand pounds.

• Tri-ang Minic

Though mostly associated with large outdoor toys like pedal cars, dolls' prams, tricycles and heavy duty pressed steel trucks, Lines Brothers (Tri-ang) also produced many different ranges of tinplate, plastic and diecast toy cars. In 1935, Lines introduced the Minic tinplate clockwork-powered series, but, when production resumed after 1945, these vehicles looked old-fashioned. Plastic was increasingly used in the toy industry, enabling the compound curves of post-war-styled cars to be moulded more accurately. Also, plastic was ideal for clockwork and friction-powered



Four-inch Mettoy Vanguards with plastic bodies. The Fire Chief car came in a boxed set with a fire station building and fire engine.



▲ As late as 1965, Mettoy was still offering the plastic Phase I Vanguard with a breakdown truck as part of a service station set.

1 View from underneath showing friction and free-wheeling versions.

2 Minic Vanguard slightly elongates the shape of the original.



▲ Minic 'Push and Go' Vanguard pick-up – an unusual choice of subject.

▼ Phase II Vanguard of 1953 adopted a more conventional 'three-box' layout.



cars: if they were lighter, they'd go faster.

Tri-ang's first plastic cars appeared as early as 1947 under the Penguin name, the first being a Maserati racing car powered by a simple wind-up elastic band mechanism. Buyers were initially a bit suspicious of this new material and catalogues referred to toys with 'moulded bodies' rather than using the word 'plastic'. Soon a new range of Minic 'Push and Go' cars was launched, based on the new post-war models that were starting to be seen on British roads like the Hillman Minx, Austin Devon and Standard Vanguard, many of which also appeared in diecast form as Dinky Toys.

The Minic Phase I Vanguard makes an interesting comparison with Dinky's metal version of the same car. Both have open rear wheel arches, though the Dinky later had these covered in. Whereas the Dinky has bumpers and grille painted in silver, the Minic has a separate tinplate radiator and headlamp surrounds, while the bumpers are part of the tinplate chassis which also incorporates a flywheel friction mechanism. The box modestly says that "the Minic clockwork powered model is correct in every detail and a perfect replica of this famous car." In reality, the shape isn't all that accurate – the Minic is about half an inch longer than the Dinky, making it seem more elegant than the real thing.

A more unusual Minic Vanguard is a pick-up, powered (if that is the right word) by a feeble flywheel mechanism. This 3.75 inch plastic toy is as simple as they come, but sales appear to have been disappointing for this budget 'Push



1



2

and Go' series as in 1955 the *Meccano Magazine* announced "huge price reductions" to just one shilling (5p) apiece. Nevertheless, the pick-up was a welcome choice, though Tri-ang missed the opportunity to include it in its elaborate 'Push and Go' RAF Presentation set, for the RAF really did use Vanguard pick-ups.

VANGUARD PHASE II MODELS (1953-55)

Compared to the Phase I Vanguard, models of the restyled post-1953 car are much thinner on the ground. By then, the Vanguard was six years old and, as many other new cars had appeared on the market during that period, toymakers understandably preferred to choose all-new shapes. One exception was the River Series, a small range made by a London diecasting firm called Jordan and Lewden. Most of these were non-prototypical trucks, but a few cars of circa 1953 vintage were made, of which two were Vanguards – a saloon and estate. Slightly bigger and chunkier than a Dinky, these exist with or without friction motors and were sprayed all-over with no grille or bumper detail. Though extremely difficult to find mint and boxed, many River Series models do survive in restorable condition.

In the mid-1960s some River Series dies were shipped to Kibbutz Kfar Hanassi, near Haifa in Israel, where they were reissued under the Gamda name, but the Vanguard saloon was not one of these. Gamda did, however, upgrade the estate car by fitting it with window glazing and giving it a new finish as an ambulance in white in the livery of Magen David, Israel's emergency medical and



▲ Corgi 207, Phase III Vanguard with motor. Photo: Vectis Auctions



▲ Non-mechanical Corgi Vanguard, in early blue box. Photo: Vectis Auctions



▲ Standard had a Vanguard Ambulance stationed at their Canley factory in case of emergencies. Photo: Vectis Auctions; Phase II saloon, one of many white metal Vanguards by Kenna. Photo: Vectis Auctions; Electro Hydraulics, one of numerous van liveries by Kenna. Photo: Vectis Auctions

ambulance service, founded in 1930 as a voluntary association in Tel Aviv – an indication of the fact that this range was aimed purely at the local Israeli toy market. The ambulance decals can either be in red or blue. Gamda dispensed with the friction motors fitted to the original issues and blanked off the space for the mechanism underneath, as well as replacing the words “Made in England” by “Made in Israel”, so there is no danger of confusing a River Series with a Gamda. Like all Gamdas, this model is now extremely rare.

Another diecast Vanguard estate comes from the 1950s Micro Models range, made in Australia and New Zealand. The tooling survived and there have been subsequent reissues in limited quantities, but the originals are of course much harder to find.

Even more obscure is a friction-powered Phase II saloon, with plastic body made in Budapest. At 4.5 inches in length, this is slightly bigger than the River Series and the rotund lines of the Vanguard are rendered in a more angular manner, the only attempt at detail being the headlamps which are represented by brass-finished circles a bit like old-fashioned paper fasteners. This model comes as an ambulance and police car and with a bit of imagination the sound of the friction motor can be taken to represent a wailing siren.

The makers seem reluctant to identify themselves, but the country of origin is confirmed by some versions in white with stickers reading ‘Mentőszolgálat’ (the national Hungarian Ambulance Service) on the sides or in dark blue with ‘Rendőrség’ (Police) markings. These would be for sale on the home market whereas those with

English markings and box descriptions would be for export. The box of the car pictured gives no clue to its origins either, except for the word “Foreign” in small print on the end flap. But this is a toy that was in production for a long time and some earlier box styles do identify the maker as Lemezaru gyár of Budapest, which was active between the 1950s and 1990s.

Other permutations of the Lemezaru gyár include a primitive form of electric propulsion allowing the Vanguard to travel along a tinplate track and an assembly set consisting of one chassis and three plastic bodysheils – two different coloured saloons and a van. The van was really a pick-up with a separate rear section and this also exists in the form of a breakdown crane and a fire engine, both having a vague resemblance to a Vanguard.

Finally, there’s a tiny (just two inches long) plastic Phase II saloon by MPC (Multiple Products) of the USA, part of a set of 100 ‘Cars of All Nations’ which also contained some other interesting British subjects like the Ford Prefect and Triumph Mayflower.

VANGUARD PHASE III MODELS (1955-63)

• Corgi

When Corgis arrived in 1956, they had the advantage over Dinky that they were based on the most up-to-date cars on the road, while Dinky Toys, like the Austin Devon, Triumph 1800 or Riley, were starting to look dated. So, too, with the Vanguard – while Dinky was still offering a Phase I, Corgi



▲ River Series Phase II with friction mechanism.



▲ The River Series also included a Vanguard Estate Car.



▲ The extremely rare Gamda ambulance from Israel, made from the River Series tooling.



▲ One of the few Phase II saloons is this plastic model made in Budapest.



▲ 'Irene Series' in blue. This also exists in yellow, light green and cream.



▲ The Corgi also comes as an RAF Staff Car.



▲ Hong Kong 'Irene Series' Phase III is inspired by the Corgi.

brought out the new Phase III saloon in 1957. This was the first Corgi car (No 207) in two-tone colours (a very pale grey with red roof) and it seems that the factory had some difficulty with the masking as the colour division was changed so that the red covered only the roof and did not extend down the window pillars. This was produced until 1962 and, following Corgi's early custom, also came with a friction mechanism (No 207M) though, in this form, the model only lasted until 1959. It is usually found in a light yellow finish. Between 1958 and 1962, the same casting was used for an RAF Staff Car in grey with RAF markings, also supplied in the short-lived 'Rocket Age' Gift Set of 1959/60.

• Irene Series and Other Plastic Models

This was the era when it was common practice for Hong Kong plastic toy makers to make copies of British diecast cars. These toys were cheap to produce, as labour costs were low, while their makers had the advantage of ready access to the UK market thanks to Hong Kong's status as a British crown colony, which lasted until 1997. Generally, these plastic toys were scaled up from the diecast originals, so it is quite unusual to find a Vanguard which, at 3.75 inches in length is similar in size to the Corgi diecast which inspired it. The colourful box carries



▲ Simple OO scale white metal kit, originally by John Day, is easily assembled.



▲ Phase III saloon by Spa Croft Models. Photo: Vectis Auctions

▼ Oxford Vanguard in RAF guise. Lord Tedder (1890-1967), chairman of the Standard Motor Company between 1956 and 1960, had previously been Chief of the Air Staff – in other words, head of the RAF – which may explain why the RAF used Standard vehicles.

no maker's name, but the model came in trade packs of twelve pieces marked 'Irene Series' along with an Austin Cambridge which, again, is similar to the Corgi.

Just to complicate things, a similar but not identical Hong Kong plastic version of the Vanguard has also been found in a different box, marked 'Packing Case Series' and designed to resemble a wooden export crate. This was distributed by Lincoln International, a New Zealand-based family toy business which had a significant presence on the British toy market, advertising on television in the early sixties and maintaining offices not only in London but in Hong Kong where the company sourced its plastic toys.

Tri-ang made a small model of a Vanguard III estate car in plastic, available in a construction set called 'Minic Minikit' of six clip-together models. Though these are very simple toys around 2.5 inches in length with solid windows, they again reveal Tri-ang's talent for seeking out unusual subjects. Others in the set include an Armstrong Siddeley and a Ford 100E Escort estate car. An even simpler plastic toy, representing the Ensign saloon (a kind of budget price Vanguard), was given away in 1958 as part of a cereal offer with Shredded Wheat Cubs.

• Later issues

The Phase III Vanguard underwent various modifications before production of Standard cars ceased in 1963, but the Vanguard Sportsman (1956), Ensign (1957), face-lifted Vanguard Vignale (1959) or the final incarnation, the 1960 Vanguard Six, did not attract the interest of mainstream toymakers. There is thus a long gap before any more Standard models appeared and, when they did, they took the form of white metal handbuilt models aimed at adult collectors. These will only be touched on lightly here, as there are other *Diecast Collector* contributors who are the experts in this field.

By far the most significant figure in this connection is Pete Kenna who, in the course of a long career as a pattern and toolmaker, has provided





The short-lived 1956 Vanguard Sportsman, with upright grille, would make a striking diecast or resin model. In spite of having a modified Triumph TR3 engine, only 901 examples of the Sportsman were made. The high selling price of £1,231 put off many buyers.

masters for well-known white metal brands such as Western, Crossway, Pathfinder and many others, in addition to his own brand, Kenna Models. Standard Vanguards are his speciality and he has modelled not only the saloons but pick-ups, vans, a racing car transporter, special-bodied ambulances and even the little-known Imperia convertible, the prototype of which was constructed in small numbers in a factory in Belgium which for a time assembled Vanguards under licence. These white metal replicas are generally priced at £150 upwards and some, such as the van liveries, were issued in very small batches. A Phase III Vanguard in two-tone colours is available from Spa Croft models. At a lower price bracket, several OO scale Vanguards (and other Standards too) are still available as white metal kits from Daryle Toney who has taken over the production of earlier tooling by John Day and Rod Parker. Full details are available at www.johndaymodels.co.uk.

Today, diecast makers like Corgi, Oxford Diecast, Ixo and others are increasingly exploring the more



▲ Recent reissue of the Micro Models Vanguard Estate Car. Photo: Vectis Auctions



▲ In 1959, the Phase III Vanguard design was refreshed by Italian designer Michelotti and gained a more modern look, which lasted until the end of Standard car production in 1963.

◀ Oxford Diecast Phase I Vanguard in black.

obscure corners of motoring history but, as in real life, Triumph cars have attracted far more attention than Standards, though the recent resin model of a Standard Pennant from BHM is a welcome exception.

Oxford has, as yet, to make a 1/43 scale replica of any Standard cars, but the marque is represented in the smaller OO gauge size with a pre-war Flying Twelve saloon and a Phase I Vanguard issued in black, maroon and pale blue. In addition, there were two RAF variants, one in blue-grey and another in a sand colour as used on the RAF base in Nicosia, Cyprus. A similarly-sized Phase I comes from Base Toys (also seen in Bachmann boxes as railway layout accessories) with open rear wheel arches and, surprisingly, a single-piece windscreen.

CONCLUSION

What emerges from this survey is that the Phase I Vanguard is well-served in miniature form, whereas the Phase II and Phase III have attracted less attention, so there remain opportunities for diecast or resin manufacturers to fill several gaps. For example, how about a 1956 Vanguard Sportsman, with its upright grille and striking two-tone colour scheme? **DC**

FURTHER INFORMATION

Graham Robson, *The Book of the Standard Motor Company* (Veloce Publishing, 2011)

On the internet, <https://standardmotorcompanycars.blogspot.com/2014/02/standard-motor-company-production.html> gives a good summary of the evolution of the real Standard Vanguard.

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 second half of 1965. *Photos: Vectis Auctions*



Picking up from where we left off last month, we now focus on the releases during the second half of 1965, from July to December. There were so many superb models made in this period, but one stands out in particular – the most famous Corgi of all time was about to make its appearance.

There were two new releases in July, well, technically, one newbie and one that was created by separating out part of a previously-released gift set. Released in December 1964, Gift Set 31 comprised the Buick Riviera towing a boat on a trailer. But now, that previously unnamed water transport now had an identity – it was issued on its own as No 104 Dolphin 20 Cabin Cruiser on Wincheon Trailer. Identical to the gift set version, in blue and white on a red trailer, this useful companion to many of the road cars already on sale stayed in the range for four years.

August was the domain of a pair of American cars, in terms of the new releases that month. No 248 Chevrolet Impala was a reworked version of No 220, with the casting now in two upper and lower halves. It also now featured Glidamatic suspension and was nearly always found in mid-tan with a white roof. No 246 Chrysler Imperial was another attractive US automobile. Packed with features, everything opened – bonnet, both doors and the boot. The latter contained a surprise (alluded to by a flash panel on the box), which turned out to be a set of golf clubs. It also

came with two figures.

Moving onto September, we finally got to see the only new Major series release of 1965, but what a corker it was. A brand new Ford H Series cab, which could be tilted forward, affording engine access for the supplied mechanic figure, also featured a roof access ladder to either side. The trailer, also new, was painted to match the cab unit, but had large, chrome plastic sliding doors, emblazoned with "EXPRESS SERVICE" in red. The cab could also be released from the combo and the trailer incorporated a jockey wheel to stand alone in such circumstances. Also made available in the same month was a reworked version of the "Vote Corgi" Land Rover, now bearing allegiance to Chipperfields Circus in its famous red and blue colours.

Moving onto October, this was the month that changed Corgi's fortunes big time. Celebrating the success of the latest James Bond blockbuster, *Goldfinger*, Corgi hurriedly reworked its No 218 Aston Martin DB4 and claimed it to be a DB5, as driven by our hero in the film. But any inaccuracies were completely forgiven by all the features incorporated. One button flicked out the front overriders and a pair of machine guns, another action popped up a bullet-proof shield at the rear, but the feature that sent everyone over the edge at Christmas in 1965 (and ever since) was the introduction of the flip up roof and ejector seat, complete with a baddie. Despite the car being silver in the film, the powers that be decided that



▲ No 318 Lotus Elan S2.



▲ No 104 Dolphin 20 Cabin Cruiser on Wincheon Trailer.



▲ No 487 Chipperfields Circus Parade Land Rover.



▲ GS32 Massey Ferguson Tractor Shovel and Trailer.



▲ No 248 Chevrolet Impala.



▲ No 474 Musical Wall's Ice Cream Van.



▲ No 1137 Ford Tilt H Series with Detachable Trailer.



▲ No 256 Volkswagen 1200 in East African Safari Trim.

it looked a little drab, almost like bare metal, so the decision was taken to spray the model in gold, as a nod to the film title. Complete with a spare baddie (so many would get lost that Corgi even sold spares as a separate item) and James Bond figure in the driving seat, sales went through the roof immediately. It would be in the range in this guise for four years before being updated, but in this period it sold in excess of 4 million units. It would become the second most successful Corgi Toys release ever – to find out the only model to beat it, you only have to wait until the next issue (in fact, I'm sure you already know what it is).

Somewhat overshadowed in October, another incredibly popular model today was also released – No 474 Musical Wall's Ice Cream Van. A reworking of No 447, issued only earlier in the year, in March, this new version incorporated a Swiss musical movement, operated by a handle to the rear. Given how popular this model is today, incredibly its sales in period were relatively poor at less than 150,000.

November saw another pair of new releases and, like the Dolphin Cruiser, in January, one of this month's was the separation of a trailer from a gift set. No 58 Beast Carrier was originally the rear half of Gift Set 33, released in April, but now it could be bought on its own to attach to a variety of towing vehicles. November's other new model was actually a reworking of No

CORGI TOYS JULY TO DECEMBER 1965 RELEASES					
No	Title	Scale	Released	Withdrawn	Sales
58	Beast Carrier	-	November	1972	400,000*
104	Dolphin 20 Cabin Cruiser on Wincheon Trailer	-	July	1969	261,000
242	Ghia-Fiat 600 Jolly	1/40	December	1966	49,000
246	Chrysler Imperial	1/52	August	1967	629,000
248	Chevrolet Impala	1/50	August	1966	162,000
249	Mini-Cooper with De-Luxe Wickerwork	1/42	November	1969	282,000*
256	Volkswagen 1200 in East African Safari Trim	1/44	December	1968	761,000
261	James Bond Aston Martin	1/46	October	1969	3,974,000*
318	Lotus Elan S2	1/42	July	1967	574,000
325	Ford Mustang Competition	1/46	December	1969	722,000*
474	Musical Wall's Ice Cream Van	1/46	October	1968	146,000
475	Citroën Safari Corgi Ski Club	1/48	December	1968	305,000
477	Land Rover Breakdown Truck	-	December	1968	1,361,000
478	Forward Control Jeep Hydraulic Tower Wagon	1/45	December	1969	485,000*
482	Chevrolet Fire Chief	1/50	December	1969	429,000*
487	Chipperfields Circus Parade Land Rover	1/46	September	1969	304,000*
1137	Ford Tilt H Series with Detachable Trailer	1/48	September	1971	448,000*
1140	Mobilgas Petrol Tanker	1/47	December	1967	97,000
1141	Articulated Milk Tanker	1/47	December	1966	20,000
GS32	Massey Ferguson Tractor Shovel and Trailer	-	December	1968	107,000

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

* + 1969 sales (figures lost in fire)

321 Mini Cooper, with a new colour scheme (black with a red roof) and wickerwork side panel stickers affixed.

As Christmas fast approached, December saw a mixture of true new releases and several updated models on offer. No 256 Volkswagen 1200 in East African Safari Trim was a new version of Corgi's popular VW 1200 'Beetle'. Featuring a roof-mounted spare wheel, which actuated the steering of the front wheels when turned, and an opening bonnet and engine cover, plus a rhino figure was included, all mounted on a fabulously-artworked display plinth. No 325



▲ No 58 Beast Carrier.

▼ No 261 James Bond Aston Martin.





1 No 249 Mini-Cooper with De-Luxe Wickerwork. **2** No 242 Ghia-Fiat 600. **3** No 325 Ford Mustang Competition Model. **4** No 475 Citroën Safari Corgi Ski Club. **5** No 477 Land Rover Breakdown Truck. **6** No 1140 Mobilgas Petrol Tanker. **7** No 478 Forward Control Jeep Hydraulic Tower Wagon. **8** No 1141 Articulated Milk Tanker **9** No 246 Chrysler Imperial.

CORGI TOYS JULY TO DECEMBER 1965 RELEASES PRODUCTION COLOURS

No	Title	Colours produced
58	Beast Carrier	Yellow body on red trailer
104	Dolphin 20 Cabin Cruiser on Wincheon Trailer	Blue and white on red trailer
242	Ghia-Fiat 600 Jolly	Yellow
246	Chrysler Imperial	Red or dark metallic blue
248	Chevrolet Impala	Mid-tan with cream roof, also in pale blue
249	Mini-Cooper with De-Luxe Wickerwork	Black with red roof and 'wicker' sides
256	Volkswagen 1200 in East African Safari Trim	Red
261	James Bond Aston Martin	Gold
318	Lotus Elan S2	Metallic blue or white, with rear boot decal
325	Ford Mustang Competition	White with red stripes
474	Musical Wall's Ice Cream Van	Pale blue with cream rear body
475	Citroën Safari Corgi Ski Club	White with bonnet decal
477	Land Rover Breakdown Truck	Red body with yellow canopy
478	Forward Control Jeep Hydraulic Tower Wagon	Red or metallic green, with yellow basket
482	Chevrolet Fire Chief	Red and white
487	Chipperfields Circus Parade Land Rover	Red with blue upper rear
1137	Ford Tilt H Series with Detachable Trailer	Blue and silver on red trailer chassis
1140	Mobilgas Petrol Tanker	Red with blue text on white panel
1141	Articulated Milk Tanker	Pale blue, with white and pale blue trailer
GS32	Massey Ferguson Tractor Shovel and Trailer	As per constituent parts (Nos 53 and 62)

Source: The Great Book of Corgi 1956-1983

Ford Mustang Competition Model was a new version of No 320, repainted white and with racing stripes added.

Gift Set 32 united No 53 Massey Ferguson Tractor Shovel with No 62 Farm Tipper Trailer with Raves. Then no 242 Ghia-Fiat 600 was a yellow repaint of No 240 Fiat Jolly without the canopy. No 475 Citroen Corgi Ski Club was basically just the original No 475 Winter Olympics car (January 1964) with a new bonnet emblem. Two Corgi Majors reworking released this month were No 1140 Mobilgas Petrol Tanker and 1141 Articulated Milk Tanker (originally No 1110 and 1129 respectively) with the new Bedford TK cab unit.

No 477 Land Rover Breakdown Truck had a new plastic yellow tilt, replacing the metal version fitted to No 417 and No 478 Hydraulic Tower Wagon was the FC-150 Forward Control Jeep from Gift Set 14, but without the lamp standard, although it was now fitted with a cab interior and Glidamatic suspension.

Finally, for December, No 482 Chevrolet Fire Chief was the newly-tooled 'two halves' version of the casting, previously No 439. The last change to note for the year, but not enough to warrant a listing in the tables, was the change of advert labels on No 477 London Double Decker Bus, which now tempted us to buy Outspan oranges.

Moving onto 1966 next time, we can look forward to a plethora of new models again, including another incredibly famous Corgi Toys release – think of a car usually seen on TV exiting a cave. **DC**



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Dark Grey/Light Grey



Matrix Models 1948 Ford Zephyr Zodiac Mk.II
Maroon/Grey



Goldvarg 1956 Pontiac Safari
Sandalwood Tan Poly



Matrix Models 1976-1979 Rover 3500 SDI
Gold Metallic



Matrix Models 1976-1979 Rover 3500 SDI
Red



Goldvarg 1956 Pontiac Safari
Glendale Green Poly



Matrix Models 1968-1970 Ford Cortina 1600E Mk.II
Gold Metallic



Goldvarg 1948 Buick Roadmaster
Allendale Green



Goldvarg 1948 Buick Roadmaster
Allendale Green



Matrix Models 1968-1971 Triumph Vitesse Convertible Mk.II
Light Blue



Matrix Models 1968-1971 Triumph Vitesse Convertible Mk.II
White



Goldvarg 1948 Buick Roadmaster
Cumulus Grey



Goldvarg 1953 Buick Roadmaster Station Wagon
Mandarin Red or Terrace Green



Goldvarg 1949 Oldsmobile 88
Station Wagon
Nightshade Blue or Alpine Green



Goldvarg 1949 Oldsmobile 88
Station Wagon
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Diecast for the Table Top

TT scale has been around for many decades, but now it's back and making some serious noise in the world of diecast. **Rick Wilson** dusts off some old models to help bring it all into focus.



The whole subject of scales and gauges has been more than adequately covered in this magazine recently by Brian Salter, in his epic 31-part series. And just when we thought we might have things under control, one of the less well-known is brought back into the spotlight – but with good reason.

THE HISTORY OF TT

There is more than a little confusion surrounding this gauge/scale on its own, as there are two accepted ratios that have been used historically. The new 'Table Top' scale (hence the TT moniker) originated in the USA, but is today widespread in Central Europe, and is the second-most popular scale in Central Europe and Russia, after HO, with several manufacturers based in countries such as Germany and the Czech Republic. TT uses a ratio of 1:120, but Tri-ang introduced its own take on this in 1957.

The loading gauge for British railways is smaller than the rest of the world, meaning that rolling stock

▲ All six new releases by Oxford Diecast in a suitably-scaled diorama environment, with a trio of Corgi's 'Rail Legends' locomotives and 1950s Tri-ang TT accessories.

and locomotives aren't as big. Back in the days of modelling when not everything was a tiny as it is today, no power units were suitable to model British lines at the then newly-adopted scale, so Tri-ang opted for a scale of 3mm to 1 foot (1 foot equals 304.8mm), which works out at 1:101.6, so the locomotives, rolling stock and track were all a little larger than their overseas equivalents.

Just to confuse matters a little further, when Corgi produced its excellent, static 'Rail Legends' series of classic British locomotives a few years back, this was modelled at 1:120. And now the scale has become rather popular in the UK, with both PECO and Hornby launching products at this scale

TT IN DIECAST

Oxford Diecast's superb brand new range of 1:120 scale vehicles, announced in conjunction with Hornby's new TT:120 line, are wonderfully-engineered models, made from both diecast and plastic components. These six brand new releases have all been modelled by Oxford in its other scales, such as N (1/148) and OO (1/76),



so the company knows that they will be popular with rail enthusiasts. The Austin Low Loader has also been released in 1/43 scale (O gauge) – check out the comparison photo at the top of this page!

AUSTIN LOW LOADER TAXI - BLACK (120AT001, £7.45)

This Low Loader first appeared in 1934 and became an instant success, due mainly to its very attractive price, as well as being very reliable. Taxi fleets often had their own paint scheme and the Austin LL taxicab appeared in several colours, but the most popular was black.

DENNIS F12 PUMP ESCAPE - LONDON FIRE BRIGADE (120DEN001, £7.95)

Dennis started producing the F series of fire engines in 1946, with the F12 being the most popular. In those days, its construction comprised a wooden frame with an aluminium skin. It was used widely throughout the UK.

◀ Oxford's Austin Low Loader Taxi is now available in four differing scales to suit model railways – (left to right) 1:43 (O), 1:76 (OO), 1:120 (TT), 1:148 (N).

▶ Dennis F12 Pump Escape London Fire, Scammell Mechanical Horse GWR and Austin Low Loader Taxi.

▶ The three British Railways-liveried vehicles - Bedford OB Coach, Land Rover Series 2 LWB Hard Top and Morris 1000.



LAND ROVER SERIES 2 LWB HARD TOP - BRITISH RAIL (120LAN2001, £7.45)

The Series II Land Rover was manufactured from 1958 until 1961. Coming in short (SWB) and long wheelbases (LWB) with numerous body combinations including fixed roofs, canvas roofs, open tops, station wagons, the first release will be very popular in early BR livery.

SCAMMELL MECHANICAL HORSE FLAT TRAILER - GWR (120MH003, £7.95)

Scammell first introduced its 'Mechanical Horse' in the UK in 1934. From the late 1920s, railway companies had been searching for a vehicle to replace the horse-drawn carriage. The mechanical horse was operated by all the major railways (such as GWR, modelled here).

MORRIS 1000 - BRITISH RAIL (120MM059, £7.45)

The ubiquitous Morris 1000 Van makes an appearance in the very popular British Railways crimson and cream colour scheme. The British Railways totem features on the sides and front.

BEDFORD OB COACH - BRITISH RAIL (120OB001, £7.95)

The Bedford OB Coach chassis was introduced in 1939. Only 73 were built prior to World War II, but it reappeared in an unchanged form at the end of the war. Production ran until 1950, during which time over 12,500 were made, making it one of the most popular buses of its type.

Oxford will no doubt be adding to this line-up on a continuous basis and, in fact, a recent quick exchange with Oxford Diecast's Managing Director, Eloise Davies, confirmed this. Future models are planned, but details pertaining to the vehicle type and livery have not been confirmed yet. So, hopefully, there will be more TT news later this year – keep an eye on this and future developments at www.oxforddiecast.co.uk **DC**



Workbench

Rick Wilson shares his current project progress.

I've been playing around with restoring old diecasts since my early teens. When I started a huge partwork project build from Ixo Collections (see opposite page for the latest update), it gave me this idea for this section to bring you tips as I focus on some other projects along the way too.

■ CORGI FIRST PRODUCTION ROUTEMASTER CODE 3

Whilst my other bus project is currently on hold until I've had a meeting about it at Nuremberg, by way of a sort of update, I'm revisiting a project from 2016 as the techniques and method are pretty much identical.

Corgi had shown its 1/50 scale pre-production model of the first production Routemaster early in 2014, but by the end of the year it was cancelled. Given the nomenclature RM8, the real bus was finally put into service in 1975, at my local bus garage in Sidcup, Kent. I used to ride around on this all the time back then, on routes 21 and 229, so I was really looking forward to Corgi's model to plug the gap in my display between Sun

▲ Sun Star 1/24 scale, project Corgi 1/50 and Oxford Diecast 1/148 versions of RM8 stand proudly together.

► Stripped and buffed with fine steel wool.



▲ Painted and ready for reassembly and decals.



▲ Primed and ready for top coats.



▲ Decals customised on my computer to suit 1/50 scale.

Star's mighty 1/24 scale version and the diminutive release by Oxford at 1/148.

I'd acquired RM8's sister model, the one of the two that did make it into production in 2014, and set about dismantling it – an easy process requiring the removal of just two short screws on the baseplate and two longer screws for the upper deck. Once the baseplate was off, the interior components all came out fairly easily, leaving just the upper deck as the body neatly splits in two. Removing the two longer screws then allowed me to undertake the same process on the upper deck and soon I was down to a stack of parts that would need very little further attention and the two diecast body components. The triangular AEC badge wasn't present on the original prototype grille so the part removed was fashioned with a modelling knife to remove the triangle and the grille was added to the spraying pile. Also, the front windows were different (no opening sections) so these had to be replaced with plain acetate sheet. The stripping was undertaken using my favoured caustic soda process (please take extra care when using this method, taking all the necessary precautions). Once dry and washed clean, the two main body parts were buffed with very fine steel wool, primed and then sprayed red, of course.

The real RM8 is still around thankfully and Phil Willson from the RM8 Club kindly let me get up close and personal with the real vehicle at a bus rally in 2015 – I even got to sit in the cab. Phil also provided me with the artwork that the group used to make up the advertising graphics for the real bus, so that gave my project a real boost.

Having customised the graphics to fit 1/50 scale using Adobe Photoshop, I printed them out on special inkjet decal paper, allowed them to dry for 24 hours and then lightly sprayed with two coats of acrylic varnish, setting aside to dry for another 24 hours. The reason that I added a red background is because I chose the white decal paper. There is a clear version available but this is not recommended for placing on strong colours such as London Transport red.

Once everything was dry it was simply a case of reassembling everything and adding the decals and, hey presto, one bus that I really wish Corgi had produced and my collection is complete. Although I'm sure a 1/76 scale version would look good in there too. **DC**

■ IXO COLLECTIONS 1/8 SCALE LE MANS 1970 GULF PORSCHCE 917

Since my last update in the January issue. I've now received the next 12 instalments, taking us up to 76 of the 96, so we're over three-quarters distance now. For this update, parts 65 to 76 brought us the first two sections of underfloor, including the nose section with its mounted radiator, and the two, huge inner rear wheel arches, cockpit sides, plus the fuel tank and ancillaries together with the appropriate sections to add to the side of the chassis. As you can see from the photos, it is really starting to come together now and it won't be long until the bodywork is here, together with the other front light bucket.

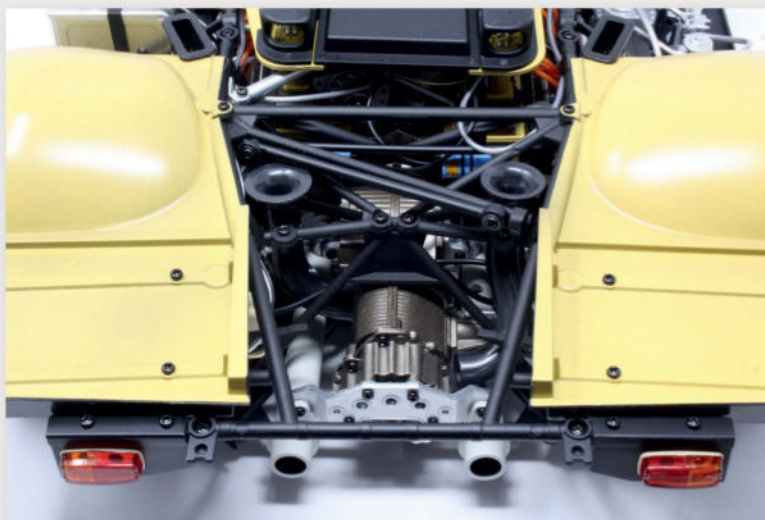
Some of the pipework and tube connectivity is really fiddly and great care is needed, as well as a steady hand. But I think you'll agree that it was worth it. The rear deck can be lifted (and supported in place by the already installed prop), so this will all be on display to enjoy when the model is finished.

For the main overall photo, I took the liberty of placing the two parts of bodywork that came with the very first pack – the nose panel and the left-hand door – as well as the light bucket supplied so far, just to see how these will look.

To find out more about these incredible diecast kit builds from Ixo Collections, and to order, visit the company's specific partworks website page at www.ixocollections.com/en/, and the specific page for the 917 can be found at www.ixocollections.com/en/15-porsche-917kh.



▲ Lots of progress since the last update – we now have some underflooring, more side panels, detailed fuel cell and the two inner rear wheel arches.



▲ The inner rear wheel arches dominate the tail end at the moment, but these will soon be hidden by the rear bodywork.

Superfast 1969-1982

No.
32

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



Number 32 in the Lesney-era 1-75 Superfast range began with a Regular Wheels upgrade for a petrol tanker, moving onto a supercar, a piece of military equipment and then a construction vehicle. With some interesting variation thrown into the mix along the way, variety is indeed the spice of life this month!

LEYLAND PETROL TANKER

Catalogue: 1970-72

Box Styles: G

Keeping its basic BP livery for the change to Superfast, the popular Leyland Petrol Tanker managed to survive for a few more years until finally making way for a new model in the 1973 catalogue. The colours were always thus for the mainstream UK 1-75 releases but this casting has been used for

▲ **Leyland Petrol Tanker, Maserati Bora, Field Gun and Excavator, with their initial release boxes.**

the occasional event promotional over the years, plus the blue cab/chassis "ARAL" version is a well-known German release that still regularly turns up. It has also found favour as a convention special too.

MASERATI BORA

Catalogue: 1973-77

Box Styles: I

Based on the real mid-engined Italian supercar, this was the first Maserati in the Matchbox series. It is painted a metallic magenta colour with a lime green chassis, which doesn't do much for it in the realism department, but does look great. It has a light yellow interior, clear windows and opening doors. There is a number "8" racing stripe on the front, although it can also sometimes be found with the "3" decal from Monteverdi Hai, but this is quite a rare model to find. Although deleted from the range in 1978,



▲ A post-Lesney incarnation of Excavator sits behind the original Regular Wheels version of Leyland Petrol Tanker. To the right, three variations of Maserati Bora – a hard-to-find later “Two” Packs release in gold, the US “Sun Burner” issue and a rare version wearing the striped bonnet sticker from No 3 Monteverdi Hai.



▲ Shades of paint used on Maserati Bora could vary slightly, on both the body and the baseplate.



▲ Excavator featured plenty of play action, with a swivelling cab, elevating boom and positionable bucket.

it was revived in 1979 for the “Two” Packs series. It was teamed with Eccles Caravan (replacing Vauxhall Guildsman) in a more realistic colour scheme of metallic gold with an unpainted base, but this is quite a hard one to find, especially in good condition or better, so expect to pay fairly handsomely for one of these if you do come across an example.

FIELD GUN

Catalogue: 1978-80

Box Styles: L

Field Gun was a late addition to the Matchbox military division, and a fairly strange choice of subject. It was very small compared to the rest of the range, and looked more like an accessory than a complete model. The towing arms and shield were diecast and painted olive drab, the gun barrel was in black plastic. The barrel could raise and lower, but

the main action feature was that it could actually fire projectiles. A spring-loaded plunger at the end of the barrel could be used to shoot missiles from the muzzle. Perhaps in compensation for being such a small model, Field Gun was mounted on a plastic diorama base, plus this also served to stop the smaller model rattling around in the box.

Attached to the diorama were a pair of nicely-sculpted soldiers – one carrying a rifle and ammo box, the other speaking on a walkie-talkie. Four missiles were also included on a removable sprue, although these were very easily lost. Field Gun was not a particularly popular model and was withdrawn after three years. In fact, military models were falling out of favour around this time, and all had been withdrawn from the range by 1981.

EXCAVATOR

Catalogue: 1981-82

Box Styles: L

Something completely new in the Matchbox line was this model of a German-style tracked excavator. It had a great deal of play value, with a rotating cab house, plus articulated boom and bucket. Unfortunately, the crawler tracks did not operate, being just one-piece moulded plastic on either side of the chassis, and the model really just ran along on four concealed wheels, but the play value of all the other moving parts on this model more than compensated for this fact.

It was initially painted a reddy-orange, with a grey base and black boom. However, it was soon changed to yellow with black stripes and black base, and remained in this colour scheme for many years, wearing various tampon-printed markings from time to time. It proved to be one of the consistently best-selling models and remained in the range well beyond Lesney ownership, into the 2000s, including as one of the ten vehicles that formed the exciting Construction Set series in 1992. **DC**

Desert Island Diecasts



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

Chawit Chiwarattanaphan, is this month's castaway hero.

I am a diecast car collector from Thailand, focusing on the models of classic international automobiles in mostly 1/64 and 1/43 scales. Having been in Brighton, East Sussex for just over a year for my Master's, I have gone to toy fairs, shops, museums and car meets and have built up a considerable collection that I will take back to my home country and integrate into my main collection.

I quickly became a fan of *Diecast Collector* and was sure to pick it up monthly from a local bookstore. I was very inspired to share a story about part of my own collection, in fact, these are some of the very few select diecast cars, in roughly 1/64 scales, that I have brought along to the UK to remind me of my collections back home, indeed quite befitting to the Desert Island Diecasts concept.

1977 AMC PACER, BY JOHNNY LIGHTNING

One might call it ugly, but I think of them as unique. This 1975 American fishbowl-like design is a compact car with large rear windows. For newer generations, many came to recognise the model as a 1976 AMC Pacer Hatchback was a featured car in the 1992 cult-classics movie *Wayne's World*.

This diecast is a 1977 model year AMC Pacer by Johnny Lightning as a part of Classic Gold releases in 2008. The model features a tan interior, painted trim lines and detailings with printed badges with rubber tyres, accurate hub caps and slightly tinted windows. Like many diecasts about this size, the manufacturer has elected to make this casting's size match with other cars in similar releases. I would guess it to be along the line of 1/55.

2019 TESLA CYBERTRUCK, BY XCARTOYS

Breaking from my main area of preference of retro and classic cars, this recent model captures my attention, with Tesla's unique styling akin to boxier designs of the 1970s and 1980s. I just had to add it to my collection.



▲ 1977 AMC Pacer, by Johnny Lightning.

▶ 2019 Tesla Cybertruck, by Xcartoys.



This diecast model was released in 2020 by Xcartoys (whether it was officially licensed or not is quite dubious) on a true 1/64 scale. It certainly stands out when compared alongside bigger, true 1/64 diecast releases like Greenlight's Ford F-150, modern American trucks and the like.

1968 ISUZU 117 COUPÉ, BY TOMICA LIMITED

One might be reminded of the 1966 Fiat Dino by the looks of this model, in fact, it is warranted



since this car was designed by Giorgetto Giugiaro, who famously had a hand in designing the DMC Delorean, Volkswagen Karmann Ghia, Golf Mk1, Lotus Esprit S1, Lancia Delta and many more. Thus I have picked this diecast as one of my choices since I am a big fan of his works.

This particular model is part of the Tomica Limited line that was eventually succeeded by the coveted Tomica Limited Vintage and Tomica Premium lines. This casting was released in white in 2002 and is an upgraded remake of an original Tomica mainline 1/62 casting, released in 1974. The model now features painted headlamps, tail lights, grille, indicators, bumpers, trims, printed badge with rubber tyres and accurate hubcaps. These features truly made the model pop while retaining original features such as sculpted license plates and opening doors.

1974 VOLKSWAGEN GOLF MK 1, BY GREENLIGHT

This is one of Greenlight's many 1974 Volkswagen Golf Mk 1 / Volkswagen Rabbit that have been released in many colours, liveries and editions over the past few years. I have elected to bring along the version with West German police (Polizei) green-white liveries, based on its uniqueness among other items within my collections. It is not often that I will find a retro European Police diecast car at 1/64 scale, since most of them are more widely-made as American Police cars or I would have to find one on bigger scales such as 1/43. The model, like most of Greenlight's recent releases, was cast in true 1/64 scales, with painted and printed features, rubber tyres and accurate hubcaps.

1980 TOYOTA LANDCRUISER BY JOHNNY LIGHTNING

Toyota's J40 series, like the BMC Mini, Citroën 2CV and Volkswagen Beetle, was one of the popular models that were produced around the world for many decades from the year of its original conception. It was manufactured from 1960 to 1984 (and 2001 in Brazil). I have picked this model because it recalls the time when I visited California, back in late 2018, when I still spotted quite a few of



1 1968 Isuzu 117 Coupé, by Tomica Limited.

2 1974 Volkswagen Golf Mk 1, by Greenlight.

► **1980 Toyota Landcruiser by Johnny Lightning.**



these running around.

This is a diecast of the 1980s version of the Toyota Landcruiser BJ-40 in light blue with a white roof, released in 2018 as a Mijo Exclusive along with a counterpart in red. The model is a recent retooling with an enclosed cab and hard top, adapted from Johnny Lightning's previous releases as a soft top or pick-up. **DC**

WHAT ARE YOUR TOP FIVE DESERT ISLAND DIECASTS?

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



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AUCTION NEWS

CORGI GIFT SETS CAUSE QUITE A STIR AT VECTIS AUCTIONS

DURING the Specialist Diecast Sale, held at Vectis Auctions on 11th January, there were quite a few very desirable Corgi Toys gift sets up for bidding. Whilst they weren't completely mint, they are still incredibly sought after items, so it was very interesting watching the battle that went on during their moment in the spotlight. Three in particular that caught the eye were GS16 Ecurie Ecosse Racing Car Transporter and Three Racing Cars, GS37 Lotus Racing Team and GS41 Car Transporter and 6 Cars.

The Ecurie Ecosse set included the Ecurie Ecosse Racing Car Transporter, of course, in blue with yellow lettering and spun hubs, plus the three racing cars – red No 150S Vanwall, blue No 151A Lotus Mark Eleven "Le Mans" and turquoise No 152 BRM. All were described as being good plus to excellent, in good to excellent boxes, with packing pieces. Starting with an estimate of £240 to £280, the hammer fell at £340.

The Lotus Racing Set included a white "Racing Club" Volkswagen Pick-up, green Lotus Climax Formula 1 Racing Car, green Lotus Elan S2, yellow Lotus Elan S2 Hardtop, red trailer and spare chassis, complete with cones in a bag. In good plus to excellent condition, in a good plus to excellent polystyrene tray and fair presentation box, the estimate of £180 to £220 was



quickly passed, with the auction finishing at £280.

Corgi's car transporter set comprised a Ford H Series Articulated Car Transporter and six cars - blue Ford Consul Cortina Super Estate, metallic bronze Hillman Imp, metallic maroon Rover 2000, black 'wickerwork' Morris Mini Cooper, pale blue Morris Mini Minor and red BMC Mini Cooper S "Rallye Monte Carlo". With the vehicles all in good plus to excellent condition, in a fair to good polystyrene tray with good plus blue and yellow lift off lid box, interested parties soon pushed past the estimate of £400 to £500, with the winning bid closing the sale at £620. ■

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

ebay WATCH



DATE: 15th January 2023
TITLE: Corgi Toys Iso Grifo 7 Litre Very Rare Red Spot Wheels Whizzwheels Blue Boxed
SOLD FOR: £411.00
BIDS: 51

A stunning Corgi model featuring the rare red spot wheels, believed to have been used by a Corgi sales rep to show to retailers. The design was later changed to the typical plastic Whizzwheels. The model is in excellent condition and does not show its age at all, with only some extremely minor paint defects, mainly to the matte black bonnet, which would have been how it came from the factory. The box is also in amazing condition.



DATE: 15th January 2023
TITLE: Pre war Dinky 36c Vogue Saloon with tinplate driver and footman
SOLD FOR: £645.00
BIDS: 17

The rare early versions of the 36 series with the tinplate figures are some of the most collectable pre-war Dinky toys - but the pink version of the 36c Humber Vogue is quite special. The tinplate uniformed chauffeur/footman pair required a 36a or a 36c to be correct. The seller came across a pre-war 'slotted chassis' pink Vogue, lacking any figures, so very carefully put them in and re-secured the rear axle.



DATE: 1st January 2023
TITLE: Matchbox Superfast No 24 Team Matchbox Texaco Pre-production Trial
SOLD FOR: £315.00
BIDS: 12

Lesney Matchbox Superfast No 24 Team Matchbox with the standard production metallic red body, but with the Texaco label from No 36 Formula 5000. Described by the seller as a pre-production label trial model and near mint, but unboxed. Team Matchbox was produced from 1973 to 1978, whereas Formula 5000 was 1975 to 1980. Swapping of labels was commonplace when supplies were short.

PriceGuide

50
AUCTION
PRICES
LISTED



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

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▲ Hot Wheels (Mattel) Redline 6018 "Heavyweights" Fuel Tanker, white with "Hot Wheels Racing Fuel" side labels, Hong Kong base, with plastic button/badge. Excellent on fair to good (still factory sealed) blister card. **£480, Vectis, December.**



▲ Hot Wheels (Mattel) Redline 6452 "Heavyweights" Cement Mixer, metallic green, brown plastics with yellow barrel, Hong Kong base, with correct tinplate button/badge. Excellent plus on fair (factory sealed) blister card. **£380, Vectis, December.**



▲ Hot Wheels (Mattel) Redline 6218 Custom Eldorado, metallic green, black hood, Hong Kong base, with tinplate button/badge. Good plus on good plus (factory sealed) blister card. **£660, Vectis, December.**



▲ Hot Wheels (Mattel) Redline 6405 Nitty Gritty Kitty, metallic red, white stripes, chrome engine, racing number 4, Hong Kong base, with tinplate button/badge. Excellent on good to good plus (factory sealed) blister card. **£1100, Vectis, December.**



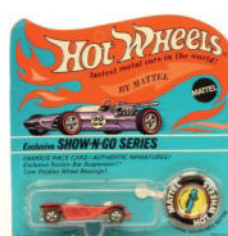
▲ Hot Wheels (Mattel) Redline 6407 Mustang Boss Hoss, metallic green, black hood, racing number 9, Hong Kong base, with tinplate button/badge. Excellent plus on good plus (factory sealed) blister card. **£3200, Vectis, December.**



▲ Hot Wheels (Mattel) Redline 6411 King Kuda, metallic blue, white rear stripe, racing number 6, Hong Kong base, with tinplate button/badge. Excellent on good plus (factory sealed) blister card. **£1100, Vectis, December.**



▲ Hot Wheels (Mattel) Redline 6412 Light My Firebird, racing red, chrome engine, racing number 7, Hong Kong base, with correct tinplate button/badge. Near mint on good plus (factory sealed) blister card. **£480, Vectis, December.**



▲ Hot Wheels (Mattel) Redline 6217 "Show-N-Go Series" Beatnik Bandit, metallic red, chrome engine, Hong Kong base, with correct tinplate button/badge. Near mint on good plus to excellent "Show-N-Go" series blister card. **£1400, Vectis, December.**



▲ Dinky Toys No 697 25-Pounder Field Gun Set, Field Tractor, Trailer and Field Gun, all in military green. Near mint in a very good box. **£60, British Toy Auctions, January.**



▲ Dinky Toys No 660 Thornycroft Mighty Antar Tank Transporter, in military green. Very good in good box with two inner packing pieces. **£55, British Toy Auctions, January.**



▲ Dinky Toys No 641 Army 1 Ton Cargo Truck, in military green. Mint in near mint box. **£50, British Toy Auctions, January.**



▲ Dinky Toys No 643 Army Water Tanker, in military green. Mint in near mint box. **£50, British Toy Auctions, January.**



▲ Dinky Toys No 190 Monteverdi 375L, metallic red. Very good in good to very good Perspex case. **£55, Excalibur Auctions, January.**



▲ **Dinky GS4 Gift Set "Racing Cars"**, comprises green #6 Cooper Bristol, red #8 Alfa Romeo, blue #5 Ferrari with yellow nose, pale green #7 HWM and red #9 Maserati. Good plus to excellent in good to good plus blue and white-striped lift off lid presentation box. **£560, Vectis, January.**



▲ **Corgi Toys "Co-op" 3-Piece Set**, send away offer set (not available in shops) includes Scammell Handyman, Commer Delivery Van and Commer Milk Float, all finished in blue and white with red interior, cast hubs. Good plus to excellent in excellent correct plain brown carded box. **£200, Vectis, January.**



▲ **Dinky Toys No 23a (220) Racing Car Trade Pack**, containing 4 examples all finished in silver, red flashes, race number 4 and ridged hubs with smooth tyres. Good plus to excellent in good plus yellow lift off lid trade box. **£120, Vectis, January.**



▲ **Dinky Toys No 23s (222) Streamlined Racing Car Trade Pack**, containing 4 examples finished 2x in green with silver flashes, 1x in silver with blue flashes, 1x in silver with red flashes. Good to good plus in good yellow lift off lid box with original dividers. **£190, Vectis, January.**



▲ **Dinky Toys No 697 25-Pounder Field Gun Set**, includes Artillery Tractor, with windows, Ammunition Trailer and Field Gun all finished in military green. Excellent to excellent plus in excellent late issue yellow and red carded box with detailed picture. **£80, Vectis, January.**



▲ **Dinky Toys No 986 Mighty Antar Low Loader with Propeller Load**, red unit with grey Supertoys hubs and black treaded tyres, blue driver figure, grey trailer with Supertoys hubs, black platform with brown & gold propeller. Excellent plus in excellent blue & white striped lift off lid box with correct inner packing pieces. **£160, Vectis, January.**



▲ **Corgi Toys GS16 Gift Set**, includes "Ecurie Ecosse" Racing Car Transporter in blue with yellow lettering and spun hubs, plus 3x racing cars – red No 150S Vanwall, blue No 151A Lotus Mark Eleven "Le Mans" and turquoise No 152 BRM. Good plus to excellent in good to excellent boxes, with packing pieces. **£340, Vectis, January.**



▲ **Corgi Toys GS37 Gift Set "Lotus Racing Team"**, includes white "Racing Club" Volkswagen Pick-up, green Lotus Climax Formula 1 Racing Car, green Lotus Elan S2, yellow Lotus Elan S2 Hardtop, red trailer and spare chassis, complete with cones in bag. Good plus to excellent in good plus to excellent polystyrene tray and fair presentation box. **£280, Vectis, January.**



▲ **Corgi Toys GS41 CarTransporter Gift Set**, includes Ford Articulated Car Transporter and 6x cars – blue Ford Consul Cortina Super Estate, metallic bronze Hillman Imp, metallic maroon Rover 2000, black 'wickerwork' Morris Mini Cooper, pale blue Morris Mini Minor and red BMC Mini Cooper S "Rallye Monte Carlo". Good plus to excellent in fair to good polystyrene tray with good plus blue and yellow lift off lid box. **£620, Vectis, January.**



▲ **Corgi Toys GS23 "Chipperfields Circus" Gift Set**, includes Land Rover, Scammell 6-Wheeled Crane, 2x Animal Cages, Bedford TK Giraffe Transporter, with 2x giraffes, and elephant cage on trailer. Good to good plus in fair polystyrene tray and lift off lid box with detailed picture. **£160, Vectis, January.**



▲ **Dinky Toys No 137 Plymouth Fury Convertible**, blue body, off-white plastic canopy, red interior, silver trim, spun hubs with treaded tyres. Near mint in good plus yellow and red carded picture box. **£280, Vectis, January.**



▲ **Dinky Toys No 137 Plymouth Fury Convertible**, light metallic green, light grey plastic hood, off-white interior, silver trim, chrome spun hubs with white smooth tyres. Excellent plus in good plus yellow and red carded picture box. **£320, Vectis, January.**



▲ **Dinky Toys No 163 Bristol 450 Sports Coupe**, green body, silver front trim, mid-green ridged hubs with smooth tyres, race number 27 on sides and front. Excellent plus in good plus yellow and red carded picture box. **£120, Vectis, January.**



▲ **Dinky Toys No 156 Rover 75 Saloon**, mid-blue and cream, with smooth tyres, silver trim. Excellent plus in excellent yellow and red carded picture box with darker blue colour spot. **£260, Vectis, January.**



▲ **Dinky Toys No 156 Saab 96**, metallic red, off-white interior, chrome trim and spun hubs with black treaded tyres. Excellent plus in good to good plus yellow and red carded box with detailed picture. **£70, Vectis, January.**



▲ **Dinky Toys No 165 Ford Capri**, metallic blue, yellow interior, bare metal base and bumpers, chrome trim, cast hubs. Near mint in good plus to excellent carded picture box. **£220, Vectis, January.**



▲ **Dinky Toys No 191 Dodge Royal Sedan**, green body, black side flashes, silver trim, chrome spun hubs with white treaded tyres. Near mint in good plus yellow and red carded picture box with correct colour spot. **£160, Vectis, January.**



▲Dinky Toys No 238 Jaguar Type D Racing Car, turquoise, mid-blue interior and ridged hubs with treaded tyres, white driver figure, black front vent. Near mint in good plus yellow and red carded picture box. **£280, Vectis, January.**



▲Tri-ang Spot On No 116 Caterpillar Tractor/Dozer, yellow, silver blade, black rubber tracks. Fair, unboxed. **£480, Vectis, January.**



▲Dinky Toys No 930 Bedford "Dinky Toys" Pallet Jekta Van, two-tone yellow, Supertoys hubs with black treaded tyres, with windows & 3x plastic yellow pallets. Good in good to good plus blue & white-striped lift off lid box. **£140, Vectis, January.**



▲Corgi Toys GS6 Gift Set "Racing Club", includes white "Racing Club" Volkswagen Pick-up, red trailer and blue Cooper Maserati Formula 1 Racing Car with racing number 7. Good in good presentation box. **£160, Vectis, January.**



▲Corgi Toys GS12 Gift Set "Grand Prix Racing", includes white "Racing Club" Volkswagen Pick-up, white Porsche Carrera 6, red trailer, yellow/white Cooper Maserati Formula 1 Racing Car, and orange/white Lotus Climax Racing Car, plus mechanic figures and hay bales. Good plus in fair polystyrene tray and presentation box. **£220, Vectis, January.**



▲Corgi Toys GS17 Gift Set, includes red Land Rover 109WB with cream plastic canopy, red Ferrari Racing Car (#36) and yellow trailer. Good plus on good plus inner tray in good to good plus outer box. **£120, Vectis, January.**



▲Corgi Toys GS31 "Riviera Gift Set", includes steel blue Buick Riviera, red trailer, blue/white Dolphin Boat with 'Captain' and water skier. Excellent to near mint on good plus inner pictorial stand in fair to good outer blue and yellow carded picture box. **£170, Vectis, January.**



▲Corgi Toys No 811 "James Bond" Moon Buggy, from the film "Diamonds Are Forever" - in blue, white, red, yellow including solid plastic wheels, with "James Bond" figure. Good plus to excellent in fair blue and yellow window box. **£140, Vectis, January.**



▲Dinky Toys No 157 BMW 2000 Tilux, white/blue, with red interior, silver trim, cast hubs (battery-operated issue). Excellent in excellent carded picture box. **£70, Vectis, January.**



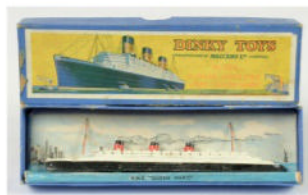
▲Dinky Toys No 138 Hillman Imp, metallic green, red interior, silver trim, chrome spun hubs, with dark brown luggage case. Near mint in good plus to excellent yellow and red presentation window box. **£50, Vectis, January.**



▲Dinky Toys No 288 Superior Cadillac Ambulance, "FALCK" issue in red/white, with white interior, blue tinted windows, Speedwheels, plus patient on stretcher. Excellent in good plus window box. **£200, Vectis, January.**



▲Dinky Toys No 753 Police Controlled Crossing, grey, white, black with Policeman figure. Excellent plus in good plus yellow and red carded picture box. **£220, Vectis, January.**



▲Dinky Toys No Pre-War 52A "Queen Mary" Liner, white and black, 2x brown masts, 3x red and black funnels, green rollers. Good in fair blue lift off lid box with paper label. **£50, Vectis, January.**



▲Corgi Toys No 151A Lotus Mark Eleven Le Mans Racing Car, red body, cream seats, silver trim, flat spun hubs, racing number 7. Excellent in good blue and yellow carded picture box. **£280, Vectis, January.**



▲Corgi Toys No 151A Lotus Mark Eleven Le Mans Racing Car, blue body, red seats with driver figure, silver trim, flat spun hubs, white, red and black racing number 7. Excellent plus in good blue and yellow carded picture box. **£160, Vectis, January.**



▲Corgi Toys No 206 Hillman Husky Saloon, blue and silver with silver trim, flat spun hubs. Near mint in good plus blue carded picture box. **£260, Vectis, January.**



▲Corgi Toys No 1119 HDL Hovercraft SR-N1, silver, blue, white, with red seats, yellow plastics, chrome rollers. Excellent plus in good plus to excellent blue and yellow lift off lid box. **£110, Vectis, January.**



▲Crescent Toys No 1284 Mercedes 2.5 litre Racer, silver, black hubs, driver figure, racing number 2 on sides and front. Excellent in good to good plus carded picture box. **£70, Vectis, January.**



▲Crescent Toys No 1285 BRM Racing Car, green, silver trim, black wheels and tyres, driver figure, racing number 7. Excellent in good plus to excellent carded picture box. **£70, Vectis, January.**



▲Crescent Toys No 1286 Ferrari 2.5 litre Racing Car, red, black hubs and tyres, driver figure, silver trim, racing number 5. Excellent in good plus to excellent carded picture box. **£50, Vectis, January.**

EVENTS

TOYFAIR TIMES

FAIRS

5 FEBRUARY

- Rayleigh, SRP Toy Fairs, 07739 998012
- Coventry, BP Fairs, 01604 846688 or 07966 527177
- Gateshead, Jim Corr, 07504 035955

9 FEBRUARY

- Theydon Bois, Joe Lock, 07866 641215

12 FEBRUARY

- Oxford, Richard Atkins, 01869347489
- Kempton, RM Toys, 023 9238 1529 or 07957 823507
- Bolton, BP Fairs, 01604 846688 or 07966 527177

18 FEBRUARY

- Exeter Matford, Bulldog Fairs, 07379 578083

19 FEBRUARY

- Doncaster, BP Fairs, 01604 846688 or 07966 527177

21 FEBRUARY

- Elsecar, Newcomen Fairs, 01226 744425

26 FEBRUARY

- Malvern, Bulldog Fairs, 01373 452857 or 07917 125641

- St Ives, J&J Fairs, 01522 880383

28 FEBRUARY

- Oxford, Richard Atkins, 01869347489

5 MARCH

- Worthing, SRP Toy Fairs, 07739 998012

- Lincolnshire, J&J Fairs, 01522 880383

- Walsall, Transtar Promotions, 01922 643385

- Ipswich, Stowmarket Railway Club, 07547 076191

AUCTIONS

2 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

4 FEBRUARY

- Kings Langley, Excalibur Auctions, 02036 330913

8 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

9 FEBRUARY

- Chippenham, Wessex Auction Rooms, 01249 720888

10 FEBRUARY

- Chippenham, Wessex Auction Rooms, 01249 720888

16 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

17 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

- Bury St Edmunds, Lacy Scott & Knight, 01284 748625

22 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

23 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

27 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

28 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

- Newbury, Special Auction Services, 01635 580595

4 MARCH

- Kings Langley, Excalibur Auctions, 02036 330913

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Johnston Road Sweeper

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

In the good old days, when I was young, a local friend had a father who worked for the council driving what we knew as a gulley emptier. We were fascinated when we saw these vehicles emptying the street drains and flushing them with water. Luckily, some toy makers produced models of these vehicles and, of course, so did Dinky Toys.

The Dinky Toys model arrived in October 1971 as the Johnston Road Sweeper (No 451) finished with an orange cab and metallic green tank. The model uses the Dinky Toys Ford D800 chassis and cab, which has a white plastic interior, opening doors, full glazing and jewelled headlights. Behind the cab is the tank body, which has a plastic swivel suction pipe. There is also a short extension pipe which slots into the side of the tank and there are gutter cleaning brushes.

In the latest *Dinky Toys News* of the October 1971 *Meccano Magazine*, it describes the other features by saying "Believe it or not, these brushes are reproduced on the Dinky – and they really work, operated by means of a small pulley arrangement driven by the rear wheels. When the model is pushed along the brushes sweep away the dust". It also says that "The Johnston Road Sweeper is a really tremendous model and should capture a good deal of attention from a wide variety of collectors".

There is a version in yellow and also one with a metallic blue cab and metallic green tank. All these models have silver chassis and radiators. The yellow model was also used as a promotional with a label on the tank side for "JOHNSTON". There is also a promotional for "VACU – SWEEP" in yellow, with

▲ Dinky Toys Johnston Road Sweeper (No 451) showing the Vacu-Sweep, the standard model, the uncommon blue cab and the Johnston promotional.

► October 1971 *Meccano Magazine* advert, part image.



▲ Dinky Toys Jumbo Road Sweeper (No 449) in a new livery for the 1980s, but not issued.

FURTHER INFO

The slightly more unusual Dinky Toys commercials are eagerly collected. References appear in the DTCA Journal with images and comments. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com



a yellow plastic suction pipe and a silver chassis. The first models came in an illustrated card end flap box, with a card inner packing piece, then blister packs and hanging window boxes.

The model was replaced by another Johnston Road Sweeper (No 449) in 1977. There is no announcement in the *Meccano Magazine*, but it is shown in orange and green, in the 1977 Dinky Toys catalogue, and then lime green in the 1980 catalogue. Some lime green models have black radiators. The models came in hanging window boxes and used the same castings, but now the cab doors do not open. It is finished in lime green and has a black chassis. An early model has the orange cab with a lime green tank.

The model was deleted in 1980. However, a new model was shown in the 1980 Trade Catalogue as No 449 New "Jumbo" Road Sweeper. It has a blue cab and a white tank with a handmade logo for the "Jumbo Cleaning Co", showing an elephant's head.

The company was founded in 1904 as Johnston Brothers and in 1934 it introduced a road surface cleaner vehicle. Later in 1960, it produced a truck with suction equipment on the back. In 2003 it changed its name to Johnston Sweepers Limited. **DC**

Scuderia Lancia Racing Transporter

Andrew Ralston details another recent release from Officina 942.

Back in November 2021, as regular readers may remember, we examined a recently established range in the model car field from Italy, called Officina 942. The brainchild of Alessandro Sannia, the idea behind the range is to model Italian vehicles of the past, not only familiar ones like the Fiat Topolino or 500, but the more obscure products of specialist coachbuilders, such as Carrozzeria Moretti and Carrozzeria Riva. In the mid-1950s there were around twenty such companies active in Italy. Made to a scale of 1/76, the Officina models are deliberately simple in style, with solid bodies and no window cut-outs. Some are in diecast metal and other in resin.

The range has certainly found a niche in the market and has expanded rapidly over the last couple of years. It has become more adventurous, too, moving beyond small cars to larger trucks, buses and trolleybuses. Most impressive of all is the 'Autocarro Lancia Esatau Carrozzeria Garavini Assistenza Scuderia Lancia' or, in simpler words, the Team Lancia racing car transporter.

In 1952, Gianni Lancia, son of the company's founder, created a racing team. It was briefly involved in Formula 1, but achieved more success in rallying and did well in events like the Targa Florio and Mille Miglia. Competition cars need to be transported to events, so Lancia decided to build a special vehicle for this purpose.

Although we think of Lancia as a producer of high-performance cars, the company also made commercial vehicles and the Esatau bus and truck chassis (produced between 1947 and 1953) was used as the basis for the transporter. Construction was carried out by Carrozzeria Garavini of Turin, which had originally built luxury cars before concentrating on buses after World War II. Pictures of the real thing show a photographer in position in an opening panel above the cab, protected by a handrail, and a rear view reveals the cars could be stacked one above another.

Officina 942 models are said to be to 1/76 scale, which means the transporter must have been a huge beast indeed, as the model is 16 cm in length. It is moulded in two halves, white on top and dark blue beneath, with side decals in the form of a sheet of self-adhesive transparent labels which are easily



▲ Officina's model is moulded in two halves.



▲ The wheels do not rotate, and note the double tyres on one rear axle only.

applied. The real vehicle had a good deal of chrome-plating at the front, but excessive detailing is not part of the Officina style. Nor can you roll the model along, as the wheels do not rotate – but, of course, collectors don't play with their models, do they?

The transporter is part of Officina's 3000 racing car series, which means there is a model of a 1954 Lancia D50 to go with it. This wasn't a very successful car but it was innovative in design and looked distinctive as it had side-mounted 'pannier' fuel tanks. Along with other Officina Ferrari and Maserati racing car models, plus an accessory set of racing barriers, an attractive scene can be created.

Officina is certainly a name worth keeping an eye on, and the Scuderia Lancia transporter might be described as their equivalent of the famous Corgi Ecurie Ecosse model. **DC**

MORE INFORMATION

To order this and other Officina models, see the company's website at www.officina942.it.

For photos of the real vehicle: www.italian-cars-club.com/le-site/Lancia-derivati.htm

Dear Editor...

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



FABULOUS FIAT COVER MODEL

AWESOME cover on the February issue, I'm glad you decided to invest in a Laudo 850 Coupé. I've got the Positano Yellow one and it looks superb, as does the red one. In my local Smiths, the trainee assistant had put *Diecast Collector* in with the classic car mags as he didn't realise it was a model until I pointed it out to him... a compliment to Laudo for realism and you for your photography! I was rearranging my models yesterday and decided to get all my 850 Coupé/Sport Coupé models out for a photo with my Laudo – I forgot there was so many and I've just realised that I haven't included the Norev, Ixo partworks and two more Abarth-based Coupés either... the red incomplete one to the left is the Politoys 1/43 which I'm in the middle of restoring (with difficulty!). Sorting through my cabinets also got me realising just how many diecasts there are of the 850 Saloon too (rough count 18, including the 1/12 Pocher), but that's another story...

Kevin Brock, email

ED Glad you liked the cover shot and I'm pleased to hear that the local Smiths assistant was equally appreciative. Wow, that is some collection of the 850 Coupé that you have there. I absolutely adore my LaudoRacing example and it looks simply stunning alongside the company's 238 that I bought about a year ago. Just wish I had the real thing to go with them, of course.

ANOTHER BRM AND CEREAL PACKET GIVEAWAYS

THE BRM article in the January 2023 issue was illuminating, but missed out the Matchbox BRM. It wasn't terribly accurate, came in a bizarre colour, had yellow wheels and a driver in the cockpit, but was cute in its own way. Luckily, there are plenty of heavily playworn survivors that, with a bit of care, can be turned into half-way decent models in the right colour! My real intent in writing is, sadly, unconnected to diecasts. Instead, I have a query about the small range of plastic kits of Le Mans, etc, cars given away in cereal packets in the early 1970s. I recall there being a Lola, a Ferrari, a Porsche, a McLaren and a Matra, but I might have forgotten a couple. Even earlier, there were a series of British sports cars given away in cereal packets. I wonder if anyone there knows if many of these survive, and if survivors are worth anything? I have a few, among the rarities in my own collection of mostly 1/43 models.

Les Broad, email

ED Ah yes, I vaguely remember that series of cereal kits. I've just done a little digging and I'm pretty sure it was the range that was given away with packets of Kellogg's Sugar Smacks in 1973. These were also given away with the Victor comic. The full set of six was as follows: Matra 630, Lola T70, Alfa Romeo Tipo 33, Ferrari 312P, Porsche 908 and McLaren M8B. I'm not sure about the British set, though. And thank you for the reminder about the Matchbox BRM – it could be found in red or blue.

THAT EARLY LOTUS TRANSPORTER



FURTHER to my letter in the February issue about the mystery Lotus transporters, here is a photo I found on the internet of the really early Team Lotus transporter – there are two others in existence, but the other two are both almost from the same rear three-quarters angle, so no photo shows the front cab portion, and I've never seen any reference to

it, in all the books on Lotus history so no idea what chassis was used for the base vehicle. This photo was taken at Silverstone and the other two are in the old outside paddock on the slope at Brands Hatch, by the petrol pumps near the tunnel, if you know that layout. Jim Clark is in the photo together with Alan Stacey (I think, from memory) and they are loading or unloading a Lotus 18 Formula Junior, about 1960-61. This is the one that I want to try to replicate using the Dinky race horse box, suitably cut-and-shut modified. Photos of the "Team Lotus racing with Ford of Britain" Lotus Cortina transporters are much easier to find online, so I'm sure you've got plenty of source reference material for your project. So far on mine, I've used about a ton of modelling putty to fill in the roofline and spent several hours sanding it back! It looks quite good. I measured it up as much as possible before I commenced work, to compare it as best as possible to the real thing (without any actual dimensions of course). I reckon the Matchbox model is a bit short but not by much, so I did have thoughts of cutting two up to make a longer one, but the difference was so small, I decide it was probably over ambitious and will leave the wheel base as is. The hardest part now is to get the graphics done – I'll have to make friends with the geniuses at my local print shop!

Andrew Beint, email

ED Ah, right, now I can picture it. That is one ambitious project for sure – very best of luck with that. I've done some more searching, but I can't come up with anything, not even the photo that you've found! There must be someone amongst our readers that can help here, hopefully! They're a very resourceful and super-talented bunch.





SOLVING A VEHICLE DISPLAY SITUATION

I was having difficulty thinking how to fit the new set of five Porsche 917 models by Majorette into my existing display, so I purchased a Siku transporter, as shown in the photo, which, although 1/50 scale and not of the same period, seems to work. I will now have to add some Porsche decals, etc., to the Merc cab.

Godfrey Smith, email

ED Great idea, Godfrey, and thanks also for the 'heads up' about the Majorette 917 set. I managed to snaffle one as a result of your email and they are certainly super little models for basically a few pence over £4 each!

ANSWERING AN EMERGENCY CALL

READING the 'Dear Ed' pages from the December issue, I see reader Dennis Atkin needs help with some blue lights. Well, I recommend for him to try Layouts4u (www.layouts4u.net). I have restored some emergency vehicles and used some on my railway layout. They do come with wires though, so like mine they can be useful to make the lamps flash, worth a try! I am currently restoring a Matchbox Kingsize Merryweather Fire Engine No 15, and contemplating putting in flashing blue lamps and a button battery.

Roland Oxley, email

ED A great idea, and not a company I've come across before. I love the crossover between hobbies that can be used in situations like this. As a bit of a railway modeller myself, I will certainly be visiting the website for a couple of layouts planned for the future.

BROOKLIN COLLECTORS CLUB

IN response to your editor's comments on page 5 of the February 2023 issue of *Diecast Collector*, I recommend the Brooklin Collectors Club, established for over thirty years, for those interested in collecting white metal models from the Brooklin company, including the associated Lansdowne, Robeddie and a few separate brands that Brooklin has produced models for. Members receive a magazine three times a year and the chance to buy a special members only model. The club also has a very active Facebook group supported by the members including some that belong to the North America BCC. Shown is the cover of the most recent magazine. The choice of 2023 members' model has not yet been made. In past years the October AGM has included a visit to the factory, but for 2023 the position is unclear because Brooklin Models has recently relocated its factory from Bath to Paulton, nr Bristol. The Membership Secretary, John Bowyer, can be emailed at johnbowyer.bcc@gmail.com.

Ian Artus, email

ED Thanks Ian, exactly the sort of response I was looking for. An excellent place for like-minded collectors to gather. If anyone else would like to promote their clubs, please do not hesitate to drop me an email.

WHAT PRICE?

ONE of my favourite features in *Diecast Collector* is the Price Guide section. I must admit that I am often surprised when I see a really high prices paid, for individual models. As a collector, I can understand that some people are really intent on obtaining a particular model, especially if it completes a set. But some of the prices are amazing. However, I have often wondered if some people regard model vehicles as an investment, rather than objects to display. Of course, using models for investment purposes is risky if prices fluctuate. Perhaps I am overthinking this, but I always feel, if someone pays, say, £2,000 for a model, what is it actually worth when it is taken home? The answer must surely be that perceived value and price realised, can be different things. I have six Foden trucks in my Dinky collection and I paid between £80 to £120 for them. I have them in a wall mounted display cabinet and I like to look at them and enjoy them. I never think about what they might be worth. Although my family might. So, I am definitely a collector, rather than an investor.

Don Townshend, Chelmsford

ED Hi Don, you ask an excellent question. I'm definitely a collector, but there is always a certain amount of thought about future investment in the back of my mind - although that's mainly to justify the price I'm paying for them - as long as I can largely recoup my costs in the future, when the time comes, that's okay with me. What about everyone else?

FURTHER READING FOR COLLECTORS

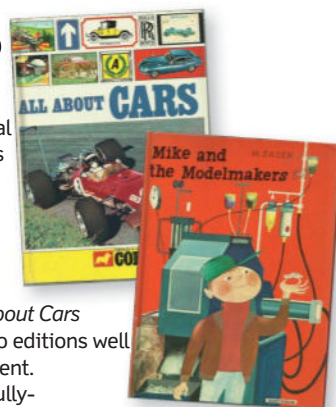
I was very interested in the two articles about The Models of the Matchbox Annual (by Mike Pigott and Rick Wilson on pages 54 & 55, and 56 & 57 respectively) in the February issue of *Diecast Collector*. This is a book I have too, but it also led me to think of two other books that I have in my collection, these being *Mike and the Modelmakers* (Matchbox 1970) and *All About Cars* published by Corgi in 1969. These are two editions well worth looking out for and both very different.

Mike and the Modelmakers is a beautifully-illustrated book by Miraslav Sasek telling the story of a dad taking his son to the Lesney factory, the story of how Matchbox models came to be and also the Matchbox factory at Lee Conservancy Road. We go through all stages from decision, drawing office, toolroom and every stage of production, all in layman's terms. There are only a few illustrations of actual Matchbox models, but the final page shows Mike happily swinging a Matchbox collectors box by its handle.

Corgi's *All About Cars*, from 1969, is a whole different publication. There are lots of varied articles, all with real photographs, many of vehicles that there are Corgi models of. A splendid cutaway drawing of a V8 racing car engine, as used in the Lotus 49B-Cosworth V8. There are also some illustrated strip cartoon series, which feature the likes of the Corgi No 506 Sunbeam Imp Police car and the Police dog handlers Mini van No 448, for example. These strip stories have a photos of the actual Corgi models shown along the bottom of the pages. There are also cartoons and quizzes for this is a packed 127 page book. A useful tail end reference to this book is a list by year of Corgi model releases each year accompanied by a thumbnail line drawing of one that years models. Other photos of actual Corgi models can be found around this book in various subjects. All three books are well worthwhile looking out for at toy fairs and swap meets.

Will Roe, Coventry Diecast Model Club

ED Hi Will, I have both of those books too. I had *All About Cars* as a youngster, so was very happy to be gifted one when I first started as Editor in 2013. An interesting story regarding *Mike and the Modelmakers* - the "Mike" refers to Michael Karslake, great model designer for Lesney, Corgi and Dinky, and actually depicts his son, Vinnie, who is never actually mentioned. I've met Vinnie (top chap) and helped him find a buyer for his super rare collection of Matchbox prototypes a couple of years ago - this reminds me that I must drop him a line for a catch up!



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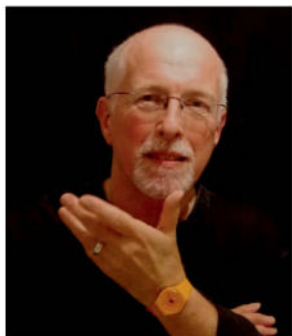
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Eureka!

After several previous musings in this column, about the motivations behind collecting scale models, **Stephen Paul Hardy** has, seemingly, discovered the meaning of life.



▲ Stephen Paul Hardy.

As the monthly deadline schedule dictated by the publication cycle would have it, I find myself writing this on New Year's Day 2023. A time of reflection over the past year and an eager yearning for the adventures as yet unknown that the coming twelve months will hold. Time for deciding whether or not I am going to make a resolution list this year and allotting diary space for all that important 'time out' space – holidays and events to be attended.

Tangled up in all of these thoughts came the subconscious realisation that underpinning all the various motivations that drive collecting diecast models is, in fact, that essence of adventure. The excitement of something rediscovered, or discovered for the first time, and the excitement that something positive – hoped for or unexpected – might just be around the next corner. In a world beset by too many things to be concerned and anxious about, the antidoting positivity of excited anticipation is very important to our balance of mental well-being.

It matters not whether that excitement is prompted by adventures of nostalgia or of adventures new. What is important is the stimulus to the chemical balance of our well-being led by the positive messages from our brain generated by that anticipatory excitement of the next adventure.

Let us look forward then with curious interest to the myriad of scale models that are likely to emerge during 2023. Some will have been announced ahead of the Nuremberg Toy Fair now happily back in the calendar for personal attendance. Some other announcements will be held until the fair and yet more withheld to be regular announcements throughout the year.

Through them all, one of the paths of adventure lies before us and I, for one, am curious and excited in equal measure to see what 2023 holds in store – both metaphorically and literally.

As for the other paths of adventure we each choose to follow during the year I hope you take ones that are safe and enjoyably fulfilling for the soul. **DC**

NEXT MONTH

April 2023
Issue 306

Nuremberg Toy Fair

The new releases for the coming year photographed and detailed as we return to the industry's big European event for the first time in three years.



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

PLUS...

- Racing Colours - Marlboro part 3
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Sitting and waiting

Brian Gower elaborates on yet another train of thought.



I'm not sure when people began to call their sitting room "the lounge". Even "living room" is rarely used now, more generally useful though it remains. If you think about it for more than a few seconds, "sitting room" sounds slightly daft – a room designed for sitting as though sitting might be considered an activity in itself. From this we could believe that Sittingbourne, in Kent, is an entire town devoted to this pastime – the streets full of couches and armchairs, the pavements cosily heated.

When I was growing up, we had a front room, rarely used except over Christmas or when my father was interviewing one of my sister's boyfriends. We also had a back room, where sitting took place. There must have been times when these rooms were openly named – a new carpet bought for the sitting room, lined curtains for the front room, which never became a lounge nor a reception room. Now I remember, the back room was known as the dining room.

I didn't find myself in a drawing room (originally the "withdrawing" room, with its unfortunate implications of coitus interruptus) until I was forty, but it was the genuine article, set on the upper ground floor of a Regency house – tall windows, rugs on the polished floorboards and leather armchairs. My last flat had been converted from someone's drawing room – the period fireplace gone and the internal window shutters painted closed.

There is something about the position of our settee that often makes me feel that I am in a railway carriage, waiting for the train to move off – that slight

▲ Corgi No ST87501 A4 Pacific Mallard at the scene of the real loco's 1938 speed record marker point (behind), near the village of Carlby, in Lincolnshire.



▲ Dinky Toys No 449 Chevrolet 'El Camino' Pick-Up Truck.

jolt, then a smooth increase of speed. This rather odd illusion must be because the settee stretches along one wall, facing down the length of the room, with the main window on one's right. Outside you can see a long, mixed hedge with trees above and then sky, very similar to what you can look at from a train window while stationary at a suburban station. Beyond the trees and lower down, there could easily be hundreds of rooftops, roads criss-crossing, cars, buses and people. Or the seaside with glittering waves and a busy beach – seagulls and ice cream. The gulls are really there, circling over the invisible fields.

Not deliberately, I have often lived close to railways. Behind my childhood home was a small branch-line where two-carriage trains passed by with the dirty black goods trains carrying coal to the power station. I thought these monsters very exciting as they belched grey smoke and grunted towards the Willow Lane bridge, but what I wanted to see was the record-breaking Mallard, a vain hope.

Early morning trains on the distant main line woke me before daylight, with the worrying prospect of another school day. Still, that was then and this is now. From Corgi Toys, arriving at a reduced price, the longed-for LNER Mallard.

More likely to pull into Platform 1, because it just has, is the 1960 Chevrolet 'El Camino' Pick-Up Truck from Dinky (No 449) – another elusive model, despite an eight-year run. I knew these small treasures would arrive eventually. After all, I was only sitting here, as Dusty Springfield once sang almost as if she could see into my heart, "Wishing and Hoping..." **DC**

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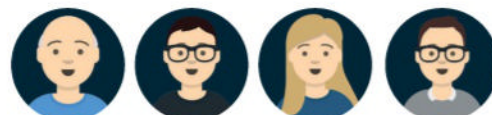
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