

PRICE GUIDE: LATEST AUCTION RESULTS



DIECAST

COLLECTOR

THE UK'S ONLY DIECAST MAGAZINE

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FERRARI

at Le Mans

The Italian marque at the famous French race

40+

NEW MODELS
REVIEWED!

Rolls-Royce specials
Hot Wheels for the Blind
Renault 4 part 4
Bus model dioramas



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Get up close with a small-scale and lesser-known range of budget truck models released in the 1980s by Welly.



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“ Simon Goldwater

is our Diecast Toys specialist.

Having many years of collecting under his belt, he's a keen classic car enthusiast as well as being passionate about the smaller versions we sell!

”



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DIECAST COLLECTOR

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Turn to page 7 to find out more...

News & Events

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

RAMSAY'S 18TH EDITION HAS GONE DIGITAL!

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.

For the first time, you can now download sections of the catalogue directly to your desktop computer, mobile phone or tablet. Split into 5 special editions covering Corgi, Dinky/French Dinky, Matchbox and smaller manufacturers such as Timpo, Tri-ang and Chad Valley it's never been easier to put a value on your prized diecast collection.

With over 19,000 listings, this catalogue remains the benchmark for all price guides, and is a must from anyone collecting diecast models. Each special edition is priced at £4.99 or you can get your hands on the whole collection for just £19.99. Download yours today at <http://bit.ly/40HyGtm>. ■



TWO NEW BUSES EN ROUTE FROM MBC

THE eagerly-awaited brace of new, exclusive Northcord Model Company Alexander-Dennis Enviro400 MMC buses from Model Buses Collection (MBC) are due imminently. Once again, Northcord has created two stunning examples including the very special edition MBC packaging and certificate, included with each model. No ukbus 0067 Stagecoach London "Spirit of London" and ukbus 0068 ADL Demonstrator are priced at £65.00 each, or £115.00 if bought together, representing a saving of over 10%. All models incur a £4.90 UK shipping cost (check the website for other options) and, if buying the pair together, the cost is the same as shipping for one model, representing even more savings!

MBC continues to raise essential funds for the "Stagecoach London's MacMillan Cancer Support Fund", where profits from The Spirit of London 7/7 Commemoration Model will go to help continue the fund's incredible work. Limited numbers of both models are available for pre-order at www.modelbus.uk. ■

LIMITED EDITION RELEASE FROM UNIVERSAL HOBBIES

COLLECTABLE farm and construction model specialist, Universal Hobbies, has released the stunning Valtra Q305 at 1/32 scale in two limited edition colourways. Both models are strictly limited to just 1,000 examples of each.

The model shown here is No UH6468 Valtra Q305 Unlimited Titanium Edition and the second release is No UH6477 Valtra Q305 Olive Green - both comprise 125 parts and are packed with features. With foldable mirrors, front and rear UH couplings with adjustable third point linkage, and the Q305 logo tampon-printed on the headlights, the detailing is exquisite, with a fully-fitted cab.

Each version is priced at 89.00€ and more images can be found at www.universalhobbies.biz, or get in touch with your preferred Universal Hobbies retailer for more information and to place a pre-order. ■



BRM PAIR FROM SPARK

SPARK has announced a whole raft of vintage Formula 1 releases for upcoming production, including this pair of sublime BRM P139 models. Depicting the drives of John Surtees (#14, 1969 German Grand Prix practice, No S2344) and George Eaton (#21, 1970 South African Grand Prix, No S2347), both models will be priced at £69.99.

For details of the full range and availability of these and other models, visit the official Spark website at www.sparkmodel.com, or contact your preferred retailer. ■



Welcome

Those of you who know me well, know only too well that I have a real passion for a certain motor race that takes place each June, in France. It just so happens to be the race's centenary this year too and the entry is the best in terms of quality at the front of the grid that we have seen for over twenty years, since the incredible race in 1999.

You might expect there to be a little celebration here but, don't worry, for those of you not so sports car racing-inclined, I think we've covered the cars over the years quite a bit since my time at the helm, so we would only be raking over old ground. What we do have, however, is an article that involves a famous Italian racing marque that also has plenty to celebrate this year. It is 50 years since its last factory effort at Le Mans and, fittingly, it is returning with a front-running prototype. And what a stunning design it is (turn over to page 6 to see an image, as there is the inevitable model announcement).

If you haven't already guessed, I'm referring to our cover image, and the associated article by Francisco Mota, that takes a look at Ferraris that have won either the race itself or a place in our hearts. Even if you're not a fan, I'm sure you'll enjoy the visual treat.

But, of course, it's not all about racing, this issue is packed with articles that feature some well-known vintage diecasts - and some lesser-known too, such as the fascinating range of trucks that Mike Pigott shares with us. Then there's a trio of rather daring Rolls-Royce conversions, a look at some old bus model dioramas, updates on our various restoration/build projects, plus our usual news and auction results pages, model reviews and much more. Phew!

Right, now this issue is done, I'm off to check my tent for the upcoming camping trip to my favourite field in France...



▲ 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



FUTURE RELEASES FROM THE CORGI MODEL CLUB

THE next model in the Corgi Model Club collection that should be about to begin to arrive with early subscribers by the time that you read this, is No 324 Marcos 1800 GT with Volvo Engine. Featuring an opening bonnet, just like the original Corgi Toys release, this is another great replica. This is going to be a first for the Corgi Model Club, because the model can come with one of eight different numbered versions, from 2 to 9. The numbers will be sent already fixed to the bonnet, boot and doors, but which number you get will be completely random. It's going to be interesting to see which numbers are the most common and which are the most scarce.

Additionally, the Corgi Model Club has just confirmed the next three planned releases to follow on from those already announced. As ever, things can be subject to change due to last-minute license problems and/or factory production hitches, but these three should start shipping in December 2023, January 2024 and February 2024 respectively - No 482 Chevrolet Fire Chief, No 302 ~ MGA Sports Car and No 490 VW Breakdown Truck.

As ever, this latest model, the No 324 Marcos 1800 GT, will be delivered to those who are up to date (i.e. those who last received No 327 MG GT). For anyone who'd like to catch up and receive these latest models faster, you can find out more by calling customer services on **0333 030 77 44** or by emailing the team at enquiries@corgimodelclub.com. Even if you're not a subscriber, you can buy any of the releases so far (subject to stock) as a standalone purchase.

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

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NEW HRG MODELS FROM ESVAL

WITH the article on pages 22 to 24 a very timely reminder, Esval has confirmed that its quartet of new HRG releases are due any day now. Find out more at <https://esvalmodels.com/collection/hrg> or contact your preferred retailer.

FORD'S MIGHTY TRANSIT-BASED SUPERVANS IN MINIATURE

SCHUCO has announced the release, towards the end of this year, of a series of all four generations of Ford's mighty Supervan. These diecast releases will make for a seriously impressive display at 1/18 scale. Dating from 1971, 1984, 1994 and 2022, all four versions were built on purpose-built track chassis, such as the Ford GT40 and the Ford C100 Gr.C. The latest generation is all electric, of course. We will be bringing you more details on these marvellous future releases by Schuco in the next issue.

NEW CORGI TOOLING UNBOXED ON THE WING OF THE REAL THING

TO celebrate the release of its eagerly-awaited new tooling of the two-seater Spitfire T.9, Corgi recently filmed the unboxing of its latest Aviation Archive model on the wing of the very aircraft it has been modelled on for the initial release. Thanks to the ongoing support of the Spitfire experts down at the Biggin Hill Heritage Hangar, its own T.9 aircraft was scanned at the outset of this project so it was fitting that it should be the one in whose markings this first release is presented in. On sale now for just £59.99, visit Corgi's own website at uk.corgi.co.uk, or contact your preferred retailer.

NEW HOT WHEELS FRIENDLY DINOSAUR PORSCHE RACER

REXY the friendly dinosaur-themed racing Porsche is coming to the Hot Wheels range. Already a huge hit with the fans in the US-based IMSA WeatherTech SportsCar Championship racing series, AO Racing's full-season livery on its Type-992 Porsche 911 GT3 R sports a green body with a wide toothy mouth, short arms, and strong hips and feet, with the dinosaur's tail sweeping up across the roof. The livery made its debut at the Mobil 1 Twelve Hours of Sebring last month and instantly captured the hearts of race fans of all ages around the world. It also attracted the attention of Hot Wheels Design Manager, Dmitry Shakhmatov. Before the race started, the two brands had a deal in place to create a toy Hot Wheels car of REXY the GT3 Rawr. The car has been fully measured and inspected by the Hot Wheels design team and is scheduled to hit the shops towards the end of the year, or early in 2024.



FERRARI'S BRAND NEW RACER ON TRACK FROM LOOK SMART

AS mentioned in Francisco Mota's article about Ferraris racing at Le Mans in this issue (pages 26 to 30), Ferrari's brand new endurance racing prototype will soon be here in model form too. Look Smart has confirmed that it will be modelling the stunning 499P as it was presented at the car's unveiling on 29th October 2022.

With reference No LSRD159, the new model will be available very soon. For more details, check out Look Smart's dedicated web page at <https://looksmartmodels.com/product/ferrari-499p-143/>.

The car made its competition debut at the Sebring 1000 Miles in March, the first round of the 2023 World Endurance Championship, and scored an impressive third place. There are two cars entered for the centenary Le Mans 24 Hours in June too, as well as a full season in the WEC. So, no doubt there will be further versions to follow, so for more information about the initial model and future releases, go to www.looksmartmodels.com, or contact your preferred Look Smart retailer. ■

NEC CLASSIC CAR SHOW REPORT

written by *Charles Barnett*



THIS year's *Practical Classics* Classic Car and Restoration Show with Discovery, to give it its full title, took place over the long weekend of 24th–26th March, at Birmingham's National Exhibition Centre. As usual, there were plenty of models on offer to tempt us collectors, mainly in the large Autojumble area. Some 12 specialist dealers, mostly with large stands, plus models and toys on more general stands, offered the same level of choice we'd find at a medium-size toyfair, and with similarly competitive prices, overall.

One particularly eye-catching and tempting array was a collection of Land Rovers, from the early Dinky examples through to the later Corgis and Britains, all at £5.00 apiece. Just below these was a rather larger child's car version that looked very competently home-built. Of course, this had a more substantial price tag though. Another notable offering, was a group of tinplate microcars, including a pair of unusual Bandai Messerschmitts, though again with hefty prices.

And, of course, there were hundreds of classic cars of all ages on show from some 160 clubs, many of which had restoration projects ongoing, so plenty of friendly tips and advice available, should anyone be restoring or working on 1:1 examples.

Next year's event is scheduled to take place 22–24 March. For more details, go to www.necrestorationshow.com. ■

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WHAT'S new

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



BE QUICK OFF THE MARK AND GET SOME SUPER STYLISH ENGINEERING FROM SOLIDO

1/18 scale

SOLIDO

1990 ALPINA B6 3.5S Blue

PRICE: £55.99 REF NO: 1801520

www.solido.com

ALPINA Burkard Bovensiepen GmbH + Co. KG, founded in 1965, is a family-owned, medium-sized company and still headed by Burkard Bovensiepen, but now with his sons, Andreas and Florian. The engineering and the production of high-end automobiles based on BMW models is the core of the company's business. ALPINA creates exclusive automobiles for a small circle of connoisseurs who appreciate the extraordinary in terms of automotive enjoyment. Tradition and authenticity are important values of the brand.

Every single BMW ALPINA is fitted with an individual production plaque in the interior along with an ALPINA specific VIN, which classifies the car as a product made by an officially registered automotive manufacturer.

Daily logistic transports to the BMW factories ensure a flawless material flow for the production process, which is finely coordinated with BMW. Sales are organised exclusively via BMW dealerships and importers. This partnership is unique throughout the automotive industry.

Solido's new replica of the BMW E30-based B6 represents a 1990 car, which features a 3.5-litre straight six powerplant that produces around 250 bhp. Being rear-wheel-drive, this really makes it fun to drive and you definitely get that impression from this replica.

The subtle ALPINA styling cues are everywhere. The most obvious, at first glance, are the famous side stripes. But look a little closer and you'll see the bulging wings housing the super stylish wheel rims, which are exquisitely replicated, of course.

Both bumpers, front and rear, have been remodelled and feature a sporty lower lip at either end of the car, with that at the front wearing yet more of the subtle striping. The car's origins are fully on display too, a mark of the partnership between the two companies,

with the iconic BMW roundel proudly adorning the bonnet, front and centre, and the middle line of the boot lid. The latter is flanked by further badging to remind you that this is no ordinary Beemer.

Finished all over in this sublime shade of dark metallic blue, this model oozes all the style of the real thing. And the paintwork is fabulous on this wonderfully-eyecatching model.

Moving to the interior now, with a great view afforded by the opening doors on both sides of the model, yet more understated elegance is evident. There are neither shouty colours nor gaudy striping to be seen, just the very finest of embellishments to the cloth of the seats. The dashboard is packed with instrumentation too. This is a real beauty from Solido – don't miss it! **DC**



◀ It's a real Q-car! The ALPINA styling upgrades are not at all 'shouty', but if you know where to look, you'll also know to show this beauty the respect it deserves out on the road.

THIS MONTH'S IN-DEPTH REVIEWS:

8 Sporty 1/18 scale 1990 BMW 3-Series E30-based ALPINA B6 3.5S from Solido, with opening doors.

13 GLM's 1/43 scale Chrysler 'La Comtesse', available exclusively through Tom Dirnberger and Dale Dannefer.

16 EDITOR'S CHOICE - 1991 Le Mans 24 Hours Repsol Brun Porsche 962C by Tecnomodel at 1/18 scale.



▲ Both driver's and passenger's doors open to reveal a very neatly-replicated interior, with some really good detail to the dashboard in particular.



▲ The unmistakable front end of a 3-Series Beemer, with those all-important ALPINA touches.



▲ The rear end features some suitably subtle upgrades too - the lower lip spoiler and badging.



▲ Check out the finesse of the heated rear screen elements! Plus the body striping is very neatly applied and the spokes to the rims are crisp.



CORGI MODEL CLUB

MGB GT

SCALE: 1/43 PRICE: £35.99

REF: 327

www.corgimodelclub.com

An absolutely beautiful replication of the very popular original Corgi release. Flawless finish and a totally faithful recreation, complete with the suitcase.



AUTOCULT

Tatra 603 X-5 Sedan

SCALE: 1/43 PRICE: £126.99

REF: ATC 06055

www.ayrey.co.uk

Quite possibly the prettiest Tatra ever made, featuring some simply exquisite lines, all perfectly captured here by AutoCult. A real beauty.



MODEL CAR GROUP

Lotus 72D #5 John Player Team Lotus F1 1972 Spanish GP - E. Fittipaldi

SCALE: 1/18 PRICE: £71.99 REF: MCG 18610F

www.ayrey.co.uk

One of the most recognisable sponsors of the 1970s Formula 1 scene adorns the astonishingly-styled Lotus 72 - it's a real winning combination.



MINI GT

Lotus 78 #5 1977 Presentation

SCALE: 1/64 PRICE: £12.59

REF: MGT00489

www.clevelandsdiecast.co.uk

The first of two of MINI GT's new venture into small-scale F1 cars, along with the Tyrrell on page 15. The detail is astonishing for this scale and price.

New Models



IXO MODELS

Matra MS670 #15 Winner 24h Le Mans 1972 Pescarolo/Hill

SCALE: 1/43 **PRICE:** £40.99 **REF:** LM1972

www.ayrey.co.uk

Re-released by Ixo as part of its Le Mans centenary celebrations, this marvellous Matra is absolutely wonderful with great detailing and a superb finish throughout.



IXO MODELS

Matra MS670C #7 Winner 24h Le Mans 1974 Pescarolo/Larrousse

SCALE: 1/43 **PRICE:** £40.99 **REF:** LM1974

www.ayrey.co.uk

And here we have the re-release of the Matra that won two years later, still with the great Henri Pescarolo at the wheel. Another absolute belter.



AT COLLECTIONS

JCB 435S Stage V Agri Wheel Loader

SCALE: 1/32 **PRICE:** £125.00

REF: AT3200180

www.jcbshop.com

Beautifully detailed diecast model provided with many working features. It's supplied with a detachable and folding grass fork.



IMC MODELS

Mercedes-Benz Zetros Dual Cab 6x6 Cargo Truck

SCALE: 1/50 **PRICE:** €159.00 **REF:** 32-0129

www.imcmodels.eu

Dual cab 6x6 version, with a rear cargo body in a silver finish. Produced in resin with metal detailing, the replica certainly looks the part.



AT COLLECTIONS

Volvo ECR25 Electric Mini Excavator

SCALE: 1/32 **PRICE:** £84.00

REF: AT3200163

www.vcmerchandise.co.uk

Small in size, yet fully featured, the cabin door opens to reveal the interior while the digging equipment has an authentic range of movement.



IMC MODELS

Mercedes-Benz Zetros 6x4 Military Wrecker Truck

SCALE: 1/50 **PRICE:** €165.00 **REF:** 32-0128

www.imcmodels.eu

Steering front axle, fold-down rear lift and adjustable boom. The cabin detailing and body contours have been accurately modelled with fine detailing throughout.



WIKING

Fendt 942 Vario Tractor

SCALE: 1/32 **PRICE:** £93.24

REF: X991022007000

www.shop.fendt.com

This latest edition of Wiking's Fendt 942 tractor now sports new decals, revised cab roof panel and an updated cab interior, whilst maintaining all the other details.



MATRIX SCALE MODELS

1968 Rover 3.5 Litre P5B Saloon

H.M. Queen Elizabeth II

SCALE: 1/43 **PRICE:** £120.00 **REF:** MX 41705-113

www.matrixscalemodels.com

In dark green with light beige interior, and with all the details there, it also comes with a scale statuette of Her Majesty and of two Corgi dogs.



May 2023 Auction Dates

Tuesday 9th - Specialist Diecast Sale - Internet Only

Wednesday 10th - Military, Civilian Figures, Equipment & Accessories Sale - Internet Only

Thursday 11th - Military, Civilian Figures, Equipment & Accessories Sale - Internet Only

Tuesday 16th - Vinyl, Music & Associated Items Sale - Room Viewing & Bidding

Thursday 18th - General Toy Sale - Room Viewing & Bidding

Tuesday 23rd - Yesteryear Sale - Internet Only

Thursday 25th - Model Train Sale - Room Viewing & Bidding

Tuesday 30th - Matchbox Sale - Internet Only

Wednesday 31st - TV & Film Related Sale - Room Viewing & Bidding



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

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New Models



AUTOCULT Monteverdi (MBM) Tourismo

SCALE: 1/43 PRICE: £122.99

REF: ATC 05042

www.ayrey.co.uk

The diminutive Monteverti Tourismo is beautifully finished with the subtle chromework a real treat to behold. Another great replica from AutoCult.



AUTOCULT Sir Vival

SCALE: 1/43 PRICE: £151.99

REF: ATC 06054

www.ayrey.co.uk

An astonishing vehicle, superbly recreated in miniature as AutoCult continues to replicate the weird and wonderful of the motoring world. Exquisite.



DIECAST MASTERS Caterpillar D3 Track-Type Tractor

SCALE: 1/50 PRICE: €88.00

REF: 85673

www accuratediecast.com

Featuring opening cabin doors and engine compartment, giving glimpses of the interior. There is a height-adjustable ripper and VPAT front blade.



IMC MODELS Drum Load

SCALE: 1/50 PRICE: €119.00

REF: 32-0186

www.imcmodels.eu

It is always good to see loads produced to increase the appearance, like this drum load which is both highly-detailed and authentic, right down to the various labels.



NZG Schwing SLM 4600 Self-Loading Mixer

SCALE: 1/50 PRICE: €98.00

REF: 1056

www.nzg-shop.eu

The unusual-looking Schwing self-loading mixer features steering axles, a detailed cabin, a rotating drum and a fully operational self-loading arm.



IMC MODELS Vestas Turbine Load

SCALE: 1/50 PRICE: €109.00

REF: 32-0200

www.imcmodels.eu

With the ability to display either on a trailer or being lifted by a crane, it comes with lifting cables and four shackles. Fine detailing of the straps and door opening.



WIKING Fendt 1050 Vario Tractor

SCALE: 1/32 PRICE: £93.24

REF: X991022006000

www.shop.fendt.com

It's new decals, cab roof panel, exhaust and rear work lights for Wiking's updated 1050 tractor. The cab interior has also been revised.



MATRIX SCALE MODELS 1972 Austin 1300 MkIII – Harvest Gold

SCALE: 1/43 PRICE: £100.00

REF: MX 30110-021

www.matrixscalemodels.com

Very well detailed, especially the black interior, which features an excellent faux-wood fascia with all the dials and the air vents at each end.

'HIS' & 'HERS' FIFTIES STYLE WITH SEE-THROUGH TOPS AND INCREDIBLE INTERIORS

1/43 scale

GLM

1954 Chrysler Concept 'La Comtesse'

PRICE: US\$159.00

dirn44@googlemail.com or dannefer@att.net

COLLECTORS of high-quality 'Stateside' machinery, Cadillacs especially, will be familiar with the GLM range. Highly-detailed resin models, built in limited quantities, they are deservedly popular, despite their three-figure price tags.

Two American enthusiasts, friends Tom Dirnberger and Dale Dannefer, have persuaded GLM to make either specific models or special colours of planned new releases. We have been fortunate enough to obtain a few of these over the last year or two, and have just picked up the very latest Dirnberger and Dannefer models, a pair of 1954 Chrysler concept cars, the 'Le Comte' (see below right) and 'La Comtesse' (reviewed here).

By 1954, the American economy was growing back to prosperity following World War II, and two cars were within the realms of possibility and necessity for more and more families. Chrysler looked to explore this trend with a pair of concept cars for the show circuit that were similar in mechanical specification, but with colours and trim designed

for what it saw as the different tastes of the man and the lady of the household. To add a note of glamour, and to accentuate the different interiors – and to add to the impracticality – designer Virgil Exner incorporated a fibreglass top with a large transparent panel inset, for each.

The base cars chosen were the top-end New Yorker Newport 2-door hardtop models, with the V8 235 bhp Firepower engine. Besides those tops, the show cars were fitted with continental spare wheel mountings, chrome wire wheels, and whitewall tyres to add to the classy image.

The new models of the concept cars are well up to GLM's high standard of

moulding, finish and detail, with all the plated trim, motifs and badging incorporated.

Those Virgil Exner-designed transparent tops allow a full view of the detailed interior in both cases, with excellent fascias, doors and panels, and the unique seat patterns in the 'La Comtesse' being especially notable. Those wire wheels and whitewalls complete an

excellent pair of models that hark back to a time of what we now might see as misguided, but well-meaning, marketing.

Limited to a production of just 75 of each, they can be obtained direct from either Tom Dirnberger or Dale Dannefer (see emails above). Lovely models covering an interesting and amusing small part of automotive history. **DC**



▲ The Virgil Exner-designed fibreglass tops really show off the fabulous interior.

► The continental spare wheel arrangement adds a touch of class to this already amazing concept.



▲ Based on the New York Newport 2-door Hardtop, Chrysler's creativity was assisted by Virgil Exner's design talents and the exquisite pink paint job.



MATRIX SCALE MODELS

1972 Austin 1300 MkIII – Damask Red

SCALE: 1/43 **PRICE:** £100.00

REF: MX 30110-022

www.matrixscalemodels.com

Like the Harvest Gold version opposite, it features a black interior and all the details inside and out are well-depicted again. Both are great models of this popular car.



GLM

1954 Chrysler Concept 'La Comte'

SCALE: 1/43

PRICE: US\$159.00

dirn44@googlemail.com or dannefer@att.net

The 'His' version of the superb model reviewed above, finished in a sombre deep bronze with black top. All the fittings are present on this one too. Stunning.



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Our next fine toy auction offers an extensive array of desirable items, including the very rare 'Monks & Crane Ltd' van shown, a large collection of Dinky and Corgi Minis, a rare Dinky Triumph Herald two-tone promotional for Standard-Triumph, two fine 1960s Dinky and Corgi childhood collections, TV related models, around 300 1:18 scale models by CMC and others, construction models and professionally-made I:12 racing car models.

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IXO MODELS

Tyrrell P34 #4 1977 Belgian GP

SCALE: 1/24 PRICE: £47.99

REF: 24F002

www.ayrey.co.uk

The six-wheeled Tyrrell certainly shook the establishment back in the day and looks just as good in model form, here as part of Ixo's new 1/24 scale range.



MINI GT

Tyrrell P34 #4 1976 Spanish GP

SCALE: 1/64 PRICE: £12.59

REF: MGT00488

www.clevelandsdiecast.co.uk

As with the Lotus 78 on page 9, this is an incredible feat of miniature engineering by MINI GT, featuring some really superb detail. Excellent value.



UNIVERSAL HOBBIES

Wacker Neuson Dualview DV90 Dumper

SCALE: 1/50 PRICE: €34.50 REF: 19580076

www.wackerneuson-shop.com

Very well-detailed, features an articulating chassis, a tipping skip with 180-degree rotation and a modelled cabin interior with the ability to rotate the driver's seat.



CONRAD

Still RX20-20 Electric Forklift Truck

SCALE: 1/25 PRICE: €TBA

REF: 2630/0

www.still-merchandising.com

Single-stage height and angle adjustable mast, detachable pallet, detailed operator station, steering rear axle and an opening side panel revealing the removable battery.



NZG

Wirtgen W120Fi Cold Milling Machine

SCALE: 1/50 PRICE: €97.20

REF: 1037

shop.wirtgen-group.com

Open operator station, detailed controls, folding discharge conveyor, opening engine bay, liftable canopy, and removable cutting drum and steering track frames.



CONRAD

Still EXH-S 25

SCALE: 1/25 PRICE: €42.95

REF: 2629/0

www.still-merchandising.com

Conrad continues to produce authentic and interesting models. Opening upper battery compartment panel, detachable pallet and stand-on operator station.



BRITAINS

John Deere 8R 410 Tractor

SCALE: 1/32 PRICE: £59.99

REF: 43288

www.britainsfarmtoys.co.uk

Newly-tooled, largely detailed metal tractor with working three-point linkages front and rear, folding mirrors and folding warning boards.



GOLDVARG

1958 Ford Fairlane Custom 300 Sedan

Gunmetal Grey & Sun Gold

SCALE: 1/43 PRICE: £110.00 REF: GOL-026A

www.goldvargcollection.com

Fine replica of the '58 Ford 4-door sedan, with a high level of detail. Interior is in matching 2-tone, and again is well-detailed. Production limited to 240.



BRITAINS

John Deere 8R 370 Tractor

SCALE: 1/32 PRICE: £49.99

REF: 43289

www.britainsfarmtoys.co.uk

Well-built and detailed tractor provided with a fixed front weight and, at the rear, Britains' standard two-point linkage with pickup hitch.



AUTOCULT

Magirus Maybach KS 25 'Stuttgart'

SCALE: 1/43 PRICE: £151.99

REF: ATC 12017

www.ayrey.co.uk

Stunning again from AutoCult, this vintage German fire appliance is astonishingly well detailed, with very realistic hosing and ladders, and sumptuous red paintwork.

TECNOMODEL'S COLOURFUL GROUP C PORSCHE 962C

1/18 scale

TECNOMODEL

Porsche 962C Le Mans 1991 #17 Larrauri/Pareja/Brun

PRICE: £278.99 REF NO: TEC 18271B

www.ayrey.co.uk

WHEN we saw this model on display in the Tecnomodel booth at the recent Spielwarenmesse, in Nuremberg, it was instantly admired (see the April issue, page 33). Now, with the chance to get our hands on this for close-up inspection, we were not going to pass up this opportunity.

Porsche's 962 was a development of the company's incredibly successful 956. When the

latter was launched, it couldn't race in the USA due to the driver's feet being ahead of the axle line, so Porsche designed the 962 so that the car could race there too. The design then evolved further and became the 956's replacement in Europe too, being designated the 962C for racing under Group C regulations. The particular chassis that is modelled here, #177, only raced in these colours on this occasion, making this a unique example.

The finish on this model is absolutely astonishing with the shade of blue perfectly captured (the 1991 colour was lighter than that of the team's 1990 entry - and Tecnomodel hasn't missed that detail). Add to that the graphics of the colourful Repsol livery and, to coin a very well-worn phrase when it comes to racing cars, it makes for a real winner.

As a resincast, this is a sealed model, but even without the ability to open the doors or

rear deck to inspect the interior detail up close, you can still see that the detail is there and hasn't really been scrimped on. When you've finished with the bodywork and the interior, spend some time inspecting those split-rim wheels - the detail and finish is really top notch.

Mounted on the usual, stylish plinth - the norm from Tecnomodel - it's easy to see that this is a worthy award this month. **DC**



▲ The rear wing supports, in particular, are really fine pieces of miniature engineering.

◀ The 1991 Repsol Brun livery featured a lighter blue than the team's 1990 car - Tecnomodel hasn't missed this fact.

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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1:76



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



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

Cumberland



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

SB



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

Northern



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



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

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GL84103

1:24



1968 DODGE CHARGER R/T
GL86608

1:43

THELMA & LOUISE



1966 FORD THUNDERBIRD CONVERTIBLE
GL86617

1:43

**TERMINATOR 2
JUDGMENT DAY**



1984 Freightliner FLA 9664 Tow Truck
GL86627

1:43

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Röd, Rot, Rouge

Is Stephen Paul Hardy seeing red this month, over three recent OttOmobile releases? Well yes, visually, and emphatically no, emotionally, as his exuberant comments demonstrate.

Three very different cars, all with a common connection through their colour. Two of them – the Volvo and Alpine – are very recent OttOmobile releases, whilst the third of the trio arrived in late 2022.

VOLVO 850 R SEDAN - 1996 (OT427)

Designed by the legendary and long-serving Volvo designer, Jan Wilsgaard, the 850 was introduced as a saloon in 1991 and estate in 1993, both remaining in production until 1996. The 850 brought with it a host of engineering features that were new to Volvo production, including front-wheel-drive, with a transverse 5-cylinder engine, and integrated side impact protection system (SIPS). Introduced in 1996, the 850 R was a late series successor to the T-5R marketed in a limited range of paint colours and an extensive list of trim upgrades that included a rear spoiler on the saloon to match the estate version's.

Displaying all of these idiosyncrasies, OttOmobile's model includes the spoiler-mounted third brake light and darkened rear light clusters, together with usual Volvo details, such as the headlight wipers, all in fine detail. A heavyweight saloon version that will probably appeal first and foremost to Volvo model car collectors it, at last, also complements OttOmobile's equally excellent cream yellow 850 T5-R Estate (OT310) released back late 2019.

MERCEDES-BENZ W126 560 SEC AMG - 1986 (OT995)

Predating AMG's amalgamation into the Mercedes-Benz Group, this substantially upgraded version of

▲ A unicolour line-up certainly helps the mind focus on the subjects.



▲ Röd: unmistakable late series solidity from Sweden.



▲ Rot: styling and tuned, enhanced German engineering.



▲ Rouge: classic French "je ne sais quoi".

the 560 SEC coupé is a stunner. AMG put extensive work into its modification of the 50 or so examples it produced. Modifications that included a revamped 6.0-litre engine, delivering 380bhp, combined with extensive interior and external upgrading that included wide-body and aero kits, together with special wheel rims that dramatically enhanced the already very meaningful coupé body line.

OttOmobile's high-quality modelling is exactly highlighted by just how good the AMG colour coordinated trim – particularly on the front end – is depicted in very high definition. This is another of those models that appeals as much as a model for its own sake as it is of the car itself.

ALPINE GTA LE MANS - 1991 (OT969)

Alluring as it was, the AMG 560 SEC coupé was roundly pipped to the post this month by the third of our models in red.

The Alpine GTA (Gran Tourisme Alpine) was produced between 1984 and 1991, before being replaced in turn by the A610. As the 'ultimate' version GTA launched in 1990, the 'Le Mans' was immediately recognisable thanks to its lines being enhanced with a body-kit derived from one that was reported to have been proposed by a German tuner. That body-kit included a single-piece panel that combined widened front wheel arches and a nose section, which rehoused the front indicators from the front wings into the bumper. The panel work extended around the body with matching rear wheel arches, sills and rear bumper and a finishing touch of BBS style wheels by ACT. As with the AMG 560 SEC, all these characteristics are authentically replicated to make a very endearing model indeed. **DC**

Matte platinum

There is no doubt that understanding the real vehicle's backstory behind a newly-issued model enhances the appreciation of it, as **Stephen Paul Hardy** points out.

Captivated by the matte finish paintwork of this AMG Coupé, I wanted to know more about its full specification. My background research revealed that, as well as illustrating, yet again, just how thorough GT Spirit's attention to detail and how meticulous its modelling is, the actual edition itself was something pretty special.

MERCEDES-BENZ C63 AMG EDITION 507 - 2014 (GT381)

The W204 C63 series was launched, as a saloon and estate, in 2007. The Coupé followed soon after. All three body types were subsequently premiered at the Geneva Motor Show in 2013, as production run finale 'AMG Edition 507's. These modified C63 models were, even by AMG standards, something awesome to the point of fearsome, being available only in limited numbers through 2013 and until the end of C63 production in 2014.

Combining body panels, such as the distinctive, vented, aluminium bonnet and mechanical parts from C63 AMG Coupe Black Series, the 'Edition 507' cars had AMG's 6.3-litre V8 engine that developed over 500 bhp, enabling them to achieve 0-60mph in 4.1 seconds and a top speed of just over 170 mph. Not surprisingly, the supporting braking and suspension systems were complex and very highly-engineered.

Taking a close look at GT Spirit's Coupé version, first stop is that (flawless) matte paintwork, authentically representing the "designo magno platinum" finish, available as an option only on the 'Edition 507' version, in addition to the very limited choice of other colours (Polar White, Fire Opal, Obsidian Black, Tenorite Grey and Iridium Silver), drawn from the existing C63 AMG range.



▲ Highly visible interior thanks to the large 'glasshouse' sunroof.



▲ Discrete, but distinctive, AMG finishing touches abound...



▲ ... and are visible from all angles.

Continuing around the exterior of GT Spirit's 1/18 model, the full set of 'Edition 507' features are all there, in often minute detail. These include a lot of AMG black detailing (some of which was in high gloss finish) including lower front bumper insert, radiator grille and running light surrounds, darkened headlights, exterior mirror housings and boot lid lip spoiler. The edition was shod with newly-designed AMG cross-spoke 19 inch light-alloy forged wheels, in either Titanium Grey, with a high-sheen finish, or matte black with high-sheen rim flanges, of which GT Spirit chose the latter. These rims sat over red AMG-embossed callipers of the carbon-ceramic brakes discs. Finishing touches include matte graphite grey appliqué to the car's lower body sides and discrete AMG badging fitted variously around the car.

As examples of GT Spirit's meticulous modelling, the hallmark flat on the rim flange of the original is there in miniature as is the AMG embossing on the brake calliper housing. Thanks to the black-smoked 'greenhouse' glazing that spans the top of the passenger compartment with its panoramic sunroof section, we get an excellent view of the fully-detailed AMG version interior.

A particularly imposing model of a much sought after car, this release will surely be a 'must have' for Mercedes-Benz and AMG model collectors alike. **DC**

▼ The contrast between the brightwork trim and (flawless) Designo Magno Platinum matte paintwork is really striking.





Vibrant colours

The AMG undercurrent theme this month also dominates recent Solido 1/43 releases, as Stephen Paul Hardy finds out.

I really like Solido's trend of pairing subjects modelled both in 1/43 and 1/18 – especially as those concurrent new models are variations on the theme rather than straightforward, duplicated replications differing only in scale. So with the current, regular, releases of its newly-tooled 1/43 models, Solido is certainly making an impact as each new monthly batch appear two by two. First though, a quick dip back to the end of last year with a pair that are just to hand along with the four most recent offerings – a pair that are very topical this month.

MERCEDES-BENZ 560 SEC AMG WIDE BODY - 1990

Solido's 1/43 diecast 1990 version W126 560 SEC AMGs in Black Uni (S4310901) and Signal Red (S4310902) make fabulous complementary display items to go alongside OttOmobile's red 1/18 resin 1986 version. Whilst influenced by personal preferences about paint colours, the Signal Red immediately appeals to me, but I have to admit there is definitely a certain something about the Black Uni version as well. This I reckon is partly down to the great finish Solido is consistently delivering with this range.

MERCEDES C63 AMG BLACK SERIES - 2012

The second complementary display pair this month can be seen at the top of the page. Finished in Solarbeam Yellow (S4311601) and Fire Opal Red

▲ Quality, detail and vibrancy from Solido leaves the collector spoilt for choice.



▲ The C63 AMG Black series badging and other enhancements are well represented...



▲ ...and the flush glazing with good surround detailing really makes for a super display model.

(S4311602), sporting the full wide-body kits and rear spoiler of the AMG enhancement package, I rate them as one of the best in Solido's exciting new 1/43 range yet.

Undoubtably the impression they create is enhanced by the flush glazing that is a hallmark of the range and allows full scope for good window surround detailing. In this case, the black and silver framing to the side windows, combined with the flush black surrounds to windscreen and rear window, adds considerably to the overall smoothness of the exterior. Dual colour plastic inset light units all round and fine, clean, precision printing of trim and badge detailing all add up to making these very pleasing 1/43 diecast models. As with previous releases in the range, Solido's decision to fit different wheel finishes to the two is commendable and very effective.

MCLAREN 765 LT - 2020

I guess we have come to expect dramatic, extrovert finishes from McLaren and this pair fully live up to that image in orange (S4311901) and green (S4311902) metallics. The extensive, contrasting black accenting is applied cleanly with sharp edge definition. As with variations on the wheel finishes, Solido's choice to apply black to the front bonnet of the green version, but not to the orange one indicates thoughtful attention to detail. It is differences to the appearance of the pairs that lift them way above simple colour variations that elevate 'either/or' choice decisions to taking both for their individual merits. **DC**



► This pair of gorgeous 560 SEC AMG coupés seriously challenge the later C63 AMG pair as "choice of the month".



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1/64 SUBARU IMPREZA WRC97 1997 RALLY SANREMO WINNER NO.3 (LHD)



1/64 FORD PUMA RALLY1 NO.19 M-SPORT FORD WRT 2022 RALLY MONTECARLO WINNER (LHD)



1/64 MCLAREN F1 GTR NO.59 1995 LE MANS 24HR WINNER (LHD)



1/64 RANGE ROVER 1971 BRITISH TRANS-AMERICAS EXPEDITION (VXC-868K) (LHD)

FEATURES	
DECORATION Extensive hand-painted carbon fiber decoration on semi parts. Detail decoration throughout the entire car.	DRIVER Driver figure and detail helmet decorations.
WEIGHT Premium chassis construction, the F1 model weighs about 30 grams, roughly 5 to 8 grams heavier than other competitors' products.	ROLLING Smooth rolling with soft rubber tires.



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When Ron met Edward - the story of



David Wright details the models of this lesser-known British marque.

Way back in 1935, a purpose-built factory was constructed in Oakcroft Road, Tolworth, north Surrey. In the same year, Ron Godfrey, of the partnership Godfrey and Nash (GN Cars) approached Major Edward Halford to propose the development of a new sports car. After exhibiting a prototype in late 1935, the company was formed in 1936 with Guy Robins, formerly of Trojan, joining as the third partner. The name was derived from the first letters of the three men who founded it – Major Edward Halford, Guy Robins and Henry Ronald Godfrey.

Together, they took over the premises in Tolworth, and the cars they designed and produced were heavily influenced by Godfrey's previous involvement with both the GN company and Frazer Nash. The first Meadows-engined HRG was about half the cost of the 1.5-litre Aston Martin, and weighed almost 1,000 pounds less.

In 1938, the company announced a 1,100cc model, again using a Meadows engine from Singer Motors, and then, a year later, it switched to the 1,500cc Singer powerplant. HRG also began manufacturing the Aerodynamic model on basically the same vintage chassis. This was a wartime dream, which was designed in-house and had the bodies built by a neighbouring garage.

For a British sports car, it was startling in having wind-up windows and a weatherproof hood, but the teardrop shape was almost exquisite, spoiled only by the awkward incorporation of headlamps and grille and so best viewed from the rear. The bodywork was recognised as a work of art, so much so that it was displayed in New York's Museum of Modern Art.

Due to build problems, production of the 100 mph car ceased in 1947, with some of the 35 returned to the factory to be fitted with



▲ Esval's gorgeous, brand new 1/43 scale 1947 HRG 1500 Roadster, due for imminent release.

the antique traditional body. However, racing continued, and in 1949, a 1500 with a pretty, specially-built lightweight body was entered for the Le Mans 24 Hours. Driven by Eric Thompson and Jack Fairman, the intriguingly-styled car finished an impressive 8th overall and 1st in its class.

Sports car production ended in 1956, after 241 cars had been made. The end came for HRG when Singer was absorbed into the Rootes Group, and could no longer be the source of engines. The last HRG left the Tolworth factory in 1956, and the firm went into voluntary liquidation.

Of the 241 cars made, it is estimated that 225 survive. Many of the cars are still in active use, with a few in active competition. Some are competing in classic trials, others compete in VSCC races, and with success too. The cars are commonly called "Hurgs" by their owners, and have an owners organisation in the form of the HRG Association.

HRG MODELS

The two BTS Mouldings renderings, of 1938 and 1939 cars, are first class, revealing detail in the headlights and windscreens that are very fine for small scale handbuilds. Both have been crafted by Barry Smith, a long time collector of all the cars that have taken part in the Le Mans 24 hour Race.



▲ BTS Mouldings 1938 Le Mans.



▲ BTS Mouldings 1939 Le Mans.



▲ Mikansue 1947 1500.

▼ Left to right: TW Collection 1500, TW 1945 Aerodynamic, Auto Replicas 1945 Aerodynamic.



▲ K&R Replicas 1947 1500.



▲ GP Miniatures 1945 Aerodynamic.



▲ SMEC 1945 Aerodynamic.



▲ Early prototype shot of Esval's 1500 Roadster.

Mikansue produced the 1947 car in the 1960s, now very rare and, as can be seen, while the windscreen is simple and white metal cast, the rest of the body, also in white metal, is crisply cast and works well.

Trevor Wright, our intrepid Sussex white metal kit maker, agreed with Mike Richardson that he would produce a copy, which builds well. Its one piece body, chassis, seats, lights, wheels and tyres are basic, and it's pictured here in maroon with brown seats and tonneau. It is seen here together with the two models of the Aerodynamic, described later.

The comprehensive range of kits produced by K&R Replicas also gives us a 1/43 scale 1500, and the overall casting, and in particular the wings and lights, is very fine. Two examples are seen here, in Gunmetal Grey and dark blue.

The resin handbuilt French maker, trading as SLM 43, has produced a quite exquisite model of the 1949 Le Mans Lightweight car. Precision crafted, it features fine wire wheels, wing struts the diameter of a pin, and lovely chrome trim around its headlights – a maker to watch for the Le Mans enthusiasts. BTS also created the Le Mans Lightweight model in its resin range, representing the same car as SLM for the 1949 Le Mans race.

Moving onto the streamlined version, Trevor Wright produced a kit of the 1947 HRG 1500 Aerodynamic, formed from a plastic original, so definition is not good, but it successfully captures the shape and hunched posture of the real thing. Indeed, Auto Replicas, the range introduced by



CLASSIC CARS



▲ BTS 1949 Le Mans Lightweight.



▲ SLM 1949 Le Mans Lightweight.

the late Barry Lester, also included a model of this car with a vac-form body and chassis, which is very creditable as a basic kit, pictured as JGO 463. GP Miniatures, makers of slot racing cars, has an Aerodynamic currently in development, but an undisclosed release date. Finally, SMEC, a kit manufacturer from many years ago, created the Aerodynamic, which can still be found, although quite rare, and displays fine wire wheels, seen here in white.

So, there we have a comprehensive selection of quite a wide range of UK artisan craftsmen, producing a model of an uncommon motor car. The HRG has not been covered by any large mass manufacturer, but now we find Esval Models stepping in to change all that. Esval has taken on the challenge of developing a 1/43 model of the 1947 1500 Roadster. Early prototype samples are featured here, and the extent of the detail shown in the interior includes the full instrument panel on the dashboard, and a suitcase in the back! The delightful wire wheels look great in as yet unpainted format.

Moving on to some early deco-samples, the chromework is excellent, including the wheel spinners and the tiny door vintage handles. As is so often the case these days, the paintwork is flawless, and those painted wire wheels certainly make it stand apart. With hood up and hood down versions, in a number of colours, most classic sports car collectors, including me, will be very satisfied!

With the release of four versions imminent, priced at US\$99.99 each (see www.esvalmodels.com/collection/hrg), we await these models with great interest. **DC**

ACKNOWLEDGEMENTS

Many thanks to Alex Kotyar of ESVAL models for his insights into the developments of their HRG model. Thanks to Barry Smith for his images of his own Le Mans HRGs.

Further stories of the lesser known British sporting cars can be found in the author's book *British Sporting Cars in Miniature*, available from his website, www.transportmodellingbooks.co.uk.



▼ 1947 HRG 1500 Roadster in blue, in competition guise, by Esval.



▼ 1947 HRG 1500 Roadster in red by Esval, modelled with the hood down.



▼ 1947 HRG 1500 Roadster in black by Esval, modelled with the hood up.



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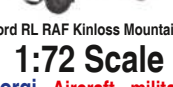
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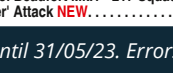
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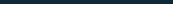
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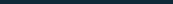
VA10117 Triumph Stag Mk1 Pre-Production Car LD17 in Wedgwood blue NEW... £32.50

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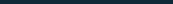
VC01301 Ford XR Collection - including Ford Escort XR3i, Ford Sierra XR4i & Ford Fiesta XR2 NEW... £98

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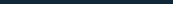
VA09530 Ford Escort Mk1 RS2000 in Stardust silver NEW... £32.50

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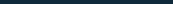
VA04121 Ford Cortina Mk2 Lotus in Fern green NEW... £32.50

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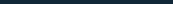
VA12622 Ford Escort Mk2 1600 Sport in Roman bronze NEW... £32.50

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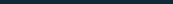
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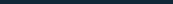
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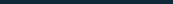
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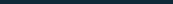
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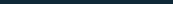
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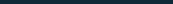
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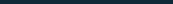
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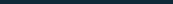
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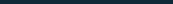
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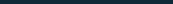
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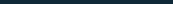
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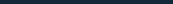
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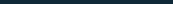
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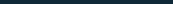
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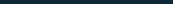
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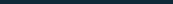
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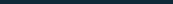
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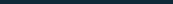
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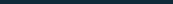
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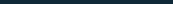
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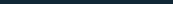
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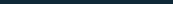
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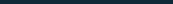
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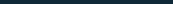
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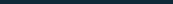
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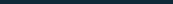
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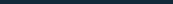
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Fifty years later

This year's Le Mans 24 hours race marks the return of Ferrari as a works team, with a car able to win, 50 years since the last factory effort. Francisco Mota recaps the Italian prototypes that raced at La Sarthe, some of them winners, others not, but all glorious in their shapes and colours.

Photos: João Carlos Oliveira

Ferrari 499P is the name of the prototype the marque will race at this year's centennial edition of the most famous race in the world, the Le Mans 24 hours. There are no shortage of landmarks to commemorate this year, not least from Ferrari itself. It's exactly 50 years since the firm from Maranello last entered a works team in the top category, and with a real chance of taking the trophy home. It is also the 70th anniversary since Ferrari won its first World Sportscar Championship title. It is also the 60th anniversary of a mid-engined car first winning overall at Le Mans – the 1963 Ferrari 250 P.

The new car runs under the Hypercar rules and was completely developed by Ferrari itself, unlike other rivals that preferred using someone else's chassis. With a hybrid system on board, Ferrari is also using the new rules to promote its road cars that use this kind of technology. Without that, Ferrari would not be back.

While we wait for the first 1/43 scale models reproducing the new machine, most probably modelled by Look Smart and BBR, we take a look back in time to remember all the prototypes the Scuderia entered at Le Mans. It all started in 1949, only two years after the company was founded as a car manufacturer in Maranello. The 166 S had already won both the Targa Florio and the Mille Miglia twice (1948 and 1949) – it became known as the 166 MM after that. However, Enzo Ferrari was not confident enough to enter works cars at Le Mans in 1949, leaving the initiative to privately run teams. Two cars were at the start on 25th June, with race numbers 22 and 23. Both 'barchettas' were equipped with 2.0-litre V12 engines, delivering 140 hp and weighing 650 kg, good enough to reach 220 kph. The diminutive Ferraris were up against much more powerful pre-war machinery that was also bigger and heavier. Already two times Le Mans winner, Luigi Chinetti, drove for 22 hours and 48



minutes, leaving his co-driver, Lord Selston, only 10 laps to deal with. Number 22 won the race with an average speed of 132.420 kph and did not have any major mechanical issues.

THE FIRST WORKS ENTRY

Ferrari entered Le Mans as a works team for the first time in 1952, with a 225 S. However, that car and Chinetti's 340 America could do nothing against Mercedes and its mighty 300SL. The following year, Ferrari was back with the new 375 MM, just to be beaten again, this time by Jaguar's XK 120 C. For the 1954 edition, Ferrari upped the stakes with the monstrous 375 Plus. The 5.0-litre V12 developed 345 hp and reached 260 kph. It weighed 1030 kg and most drivers agreed the car had "more engine than chassis" but it was fast and Gonz  les, driving with Trintignant, won at an average speed of 169.215 kph. The following year ended in tragedy, with Pierre Levegh's brutal accident that killed himself and more than 80 spectators. Ferrari saw all of its 121 LMs and 750 Monzas retire with all kinds of troubles. It was the first time, in five years, that not a single Ferrari was at the finish line. The 625 LM was the weapon of choice for 1956 and one of those finished third. For the third year in a row, a Jaguar D Type won the race in 1957. Ferrari entered no less than four different models: 335 MM, 315 S, 290 MM and 250 Testarossa, the best they achieved was a fifth place. Something had to change and it did.

All the team's effort was now concentrated in a newly designed 250 Testarossa and it paid dividends. Three cars finished in the first seven places, including the winner driven by Hill and Gendebien. This was the start of a new era for the Scuderia that

▲ Three iconic Ferraris that raced at Le Mans, from left: 1966 330 P3 (Red Line), 1970 512 S (Gasoline) and 1973 312 PB LT (Red Line).



▲ Art Model's diecast 1949 166 MM has a driver figure and a complete dashboard.

▼ A small diorama base for the 166 MM produced by Art Model.



consecutively evolved the car, even if Aston Martin won the race in 1959. From 1960 to 1962, Testarossa evolutions won every time. Most interesting is perhaps the TR61, the first racing car developed in the first ever wind tunnel built in Maranello, in 1960. We can see the results in the body of this unique Testarossa. Until then, Enzo Ferrari said aerodynamics were only necessary for manufacturers who did not know how to build engines that were strong enough. The other great change happened in 1963 when Ferrari changed from front-engined cars to the mid-engined 250 P, and its later evolution 275 P, in 1964. Until then, Enzo Ferrari famously said "the horse pulls the carriage, it does not push it" to defend his conviction that a real race car had to be front-engined. However, after two more wins with the "P" cars, he obviously had to change his mind. The last Ferrari win at Le Mans, until now, was taken by the controversial 275 LM, which was meant to be a GT car, but homologated as a prototype by

FERRARI AT LE MANS



▲ Ferrari domination started in 1954, with the 375 Plus (Top Model) at the bottom of the picture. Others are, clockwise from upper left, 1962 330 TRI LM (Red Line), 1961 TR61 (Ixo), 1960 TR60 (Ixo) and 1958 250 TR (Bang).

the governing body. Officials never saw the necessary number of road cars built for it to be homologated as a GT. Ferrari's main contender to counter attack the mighty Ford GT MkII were the 275 P and 330 P, but they failed in the race, leaving the 275 LM, entered by semi-works team NART, to win with Gregory and Rindt.

GORGEOUS P3 AND P4

For 1966, Ferrari brought the beautiful 330 P3, a 4.0-litre V12 against the 7.0-litre Ford GT MkII. The Americans were faster in the straight and the Italians suffered mechanical troubles and accidents that put them out of contention. For the next Ferrari-Ford fight, the Scuderia improved its prototypes and the iconic 330 P4 was born. The car had a new V12 engine with three valves per cylinder, it was faster and more reliable, but was still lacking 30 kph of maximum speed to the new MkIV. However, that was not the reason it lost to Ford again. IBM, in charge of official time keeping, had a problem around midnight and stopped giving lap timing and lap counting for a while. When the system was back on, Ferrari was surprised to know its best positioned P4 was four laps behind the leading Ford, and not one, as the Scuderia's own time-keeping suggested. They tried to file a claim, to no avail, and Ferrari lost again.

Considered too dangerous, prototypes like the 330 P4 were limited to 3.0-litre engines, instead of four litres. However, if a car had been produced in 50 units, it would be considered a street-car derivative and could use engines up to five litres. Enzo Ferrari was furious and decided his team

1 Reasonable cockpit detail on Top Model's 375 Plus.



▲ V12 intake trumpets on the 1960 TR60 by Ixo.



▲ Rear view of the 1963 275 LM (Best), the last Ferrari to win Le Mans.

▼ Ferrari was first to win Le Mans with a mid-engined car, from left: 1963 250 P (Jolly Model), 1964 275 P (Art Model) and 1965 275 LM (Best).



would not officially compete at Le Mans until the regulations changed. Ford won two more times, in 1968 and 1969, with the 'old' MkI fitted with a 5.0-litre engine. For 1969, the regulations saw a reduction in weight for the prototypes, and the Scuderia was surprisingly back with a new car, the 312 P coupe. Achingly beautiful car that it was, this V12 streamlined prototype had no luck at Le Mans, as the pair of entered cars retired with mechanical issues and accidents. However, Ferrari was back in the game and followed Porsche and its 917 concept, showing up at La Sarthe in 1970 with four works 512 S, joined by no less than seven other privately entered identical cars. An incredible crash eliminated three works cars at 18.25, when it started to rain. The fourth car had its own crash later.

Ferrari had started developing the 512 S much later than Porsche had with the 917 and the German team won the first of a record 19 wins, so far. Ferrari would release an evolution called the 512M, however it was only entered by privateers the following year, grabbing third and fourth places. After failing to be present in 1972, as the team reckoned the 312 PB with its F1 based V12 boxer engine was not strong enough to last a 24 hours race, Ferrari was back at Le Mans, for the last time, in 1973. It was the fiftieth anniversary of the first Le Mans race. Ferrari entered three long-tailed 312PB open prototypes, but only one saw the finish line, in second position, beaten by the Matra-Simca MS 670B. The others stopped due to engine troubles. From 1974, the new motorsports department chief, Luca de Montezemolo, decided





◀ There are a load of differences between Brumm's (330 P4, right) and Red Line's (330 P3, left) as to how both model makers saw the 1966/1967 Ferraris.

► Red Line's 330 P3 resincast looks like the real car, only 43 times smaller, while Brumm's 330 P4 is more of a basic diecast.

the Scuderia would concentrate solely on Formula 1 and left endurance racing for fifty years, until now.

SCALE MODELS

Model makers have released many 1/43 replicas of Ferrari prototypes that raced at Le Mans. More in the past, than in recent years, due to Ferrari's high license fees. We gathered a small group, starting with all the nine winners followed by some of the later works prototypes that were seen at Le Mans. We start with the 1949 166 MM in 'barquetta' configuration. This is a diecast by Art Model, a special edition with a small diorama, featuring a driver figure and the man with the chequered flag. The model has some photo-etched parts, like excellent wire wheels, dashboard dials, a wooden steering wheel and double long tail pipes.

The second win arrived in 1954 and Top Model made a nice diecast of this beast, probably not the best model in this collection. However it features nice wire wheels, a decent cockpit and some details on the bonnet and boot lid.

The first 250 Testarossa win occurred in 1958 and Italian model maker Bang registered the moment with a very nice diecast, with its race number 14. The windscreen system is particularly impressive, as is the red cover on the passenger seat.

The series of six back-to-back wins started in 1960 with another 250 TR evolution, this one had race number 11 and was modelled by Ixo as a fine diecast. It features great looking wheels and a Perspex cover over the engine, alongside an insect deflector and very nice blue seats. The following year Ferrari had another evolution, the TR61 with



▲ The 330 P4 cockpit in Brumm's spider version.



▲ Iconic golden wheels for the 1979 312 P, by Best.

2 The beautiful rear-end shape of Best's diecast 312 P.

▼ Incredibly low, the 1970 312 P was not successful.

its aerodynamic body, featuring squared off tail and a spoiler, plus the 'shark nose' famously used by the Scuderia's Formula 1 cars. The year after saw another upgrade in the front engine concept with the 330 TRI LM (race number 6) showing the first high wing, just behind the cockpit, side exhausts and many details. This is a high quality resincast, released by Red Line, a brand owned by Spark.

MID-ENGINE CARS

In 1963, Ferrari was the first to win Le Mans with a mid-engined car. Since then, no other front-engined car has won the race. The 250 P had a similar central wing as the last TR, however the shape was much more smooth. Jolly Model made a good-looking resincast of this pioneering car (race number 21) with nice looking wheels and blue seats. There are some other good details, however, the model was an inexpensive handmade resincast when it was launched, and it shows. The following year, Ferrari increased engine capacity and the 275 P (race number 20) won the race again, a subject Art Model modelled as a very good diecast replica. The cockpit area is very well presented, featuring a nicely made dash and curved windshield. The last of this era was the 1965 275 LM, reproduced as a diecast by model maker Best. Finish looks great, but maybe the proportions are not exactly as they should be, comparing with period pictures.

Probably the most beautiful car never to win Le Mans, the 330 P3 and the evolution version, the iconic 330 P4, were modelled by many model makers. We've chosen an inexpensive diecast P4, by Brumm and a high-end resincast by Red Line.

2



FERRARI AT LE MANS



- ▶ Project 512 started with the 1970 long tail 512S version (right, by Gasoline) followed by 1971 512M (Look Smart).
- ▼ The last works prototype entered by the Scuderia at Le Mans, the 1973 312 PB (Red Line).



▲ This is the engine of 512S, as modelled by Gasoline at 1/43 scale.



Side by side, they look worlds apart. Brumm's P4 is a spyder version, while Red Line's is a coupe. That's the most obvious difference, but there are many others, both in terms of details and proportions. Red Line really did a great job with its P3.

The 1970 312 P is another masterpiece in styling by Ferrari and was nicely replicated as a diecast by Best. The scale model looks as low as the real thing, there are realistic golden wheels and a good cockpit reproduction.

For the next pair, we go to the 512 series, starting with a 1970 512 S Long Tail. This is a very high-end handmade resin model by Gasoline, a line from BBR. It is an absolute gem, with perfect proportions and an incredible array of details. Next to it, we have the 1971 version, the 512 M. This is a short tail version with a pair of winglets on the rearmost rear bonnet edge. Look Smart released the model some

▲ Great looking Red Line resincast depicts all the 312 PB's details and shapes.



▲ Ferrari returns to Le Mans in 2023 as a factory team for the first time in 50 years, hence the race number (a 2nd car is #51).

time ago and it (sorry!) really looks smart.

The last Ferrari prototype to race Le Mans for the win was the 1973 312 PB Long Tail, another subject reproduced as a resincast by Look Smart. It features green stripes to identify it from the other team's cars – one had yellow stripes, and blue for the third car. The extra spotlights and the rear wing are the most interesting features, however, the cockpit also looks magnificent.

As a post-scriptum to this story we could not forget the very last prototype to race Le Mans, albeit in privateer hands. We're talking about the 1998 333 SP, not a car really made to win overall, but it won its class. Minichamps released a very good diecast 'in period' and it still looks good today. After seeing all these great models, a decision is already made – the next model to join the collection will have to be the new 499 P, whether it wins or not. **DC**



▲ In 1998, a 333 SP prototype won again at Le Mans, but only in its class (8th overall). Minichamps released a fine diecast 'in period' and it still looks good today.



▲ Aerodynamic roll-bar on the 333 SP had hints of the old 250 P in its styling. The air box to the engine was positioned beneath.

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Mighty Rigs

Mike Pigott looks at this budget range of articulated trucks from Far-Eastern producer Welly.

Welly Toys was founded in 1979, in Hong Kong, and is known for producing low-priced diecast models sold mostly in discount stores. Initially the company made Matchbox-sized cars with low-friction wheels, but over the years has expanded into all sorts of vehicles in a variety of different scales. Welly is best known for toy cars in the oddball scale of 1/38, which often have pull-back-and-go motors fitted to them.

During the 1980s, models of American-style semi-trailers were all the rage, with small-scale truck ranges such as Matchbox Convoy, Hot Wheels Steering Rigs, Corgi Super Juniors and Long Tomica proving very popular. Welly jumped on this bandwagon with its own range of articulated trucks called 'Mighty Rigs'. This line consisted of twelve items (actually three subsets of four items) with the tractor units attached to different types of articulated trailers.

All the trucks were identical and only the trailers differed. The trucks appeared to have "MACK" lettering on the front, so my first impression was that the tractor units were based on the Mack MH Ultra-Liner, a big 1980s cabover truck with



▲ Looking closely at the top of the cab's grille reveals the legend "TRACK".

a prominent, angular grille. However, on closer inspection, the badge actually reads "TRACK", meaning it was most likely a generic model. The side profile of the cab looked more like a Japanese truck, possibly a Nissan Diesel or an Isuzu. The size of the models was smaller than Convoys or Super Juniors, being more like a long Tomica, so it appears Welly may have copied from Tomica.

Typically, for Welly, the quality of the models is not great – the diecast cabs have some flashing around the windows, chrome grilles fit poorly, wheels are unrealistic, and the trailers are largely all plastic. However, the tampo printing is good, the models are colourful, and a wide range of body types are represented.

As mentioned, there were three subsets of truck with four models each. These were sold in assortments containing a selection of all four items. Assortment No 411B was described as "Container Truck" and comprised a truck with a shipping container in different liveries. Assortment No 8690 was called "Rig with Accessories" and was made up of flatbed trucks carrying a range of different removable loads. The final group was numbered 8690B and was not described on the packaging, but consisted of trucks with specialised trailers.

▼ Mighty Rigs all share the same cab unit, but the variety of trailers more than makes up for that.



TRUCK CABS

All twelve models came with the same tractor unit. The truck cab is not a particularly 'mighty' rig – it is a rather small two-axle tractor with a heavy chrome grille. It has extra windows in the doors and sleeper areas. The glazing is tinted a strange orange-brown colour, and there is no interior. The base was black plastic and fitted with four-spoke, low-friction mag wheels.

CONTAINER TRUCKS

The container trucks were based on skeletal-frame trailers loaded with shipping containers. The skeletal base is diecast, having twin rear axles fitted with very wide wheels. The container is in white plastic, and has opening rear doors. The container can't be removed from the trailer. All four models are identical, but finished in the liveries of different shipping companies. The tampo decorations were very cleanly applied.

HAPAG-LLOYD – This model is in the livery of the famous German shipping company Hapag-Lloyd, based in Hamburg. The truck cab and skeletal trailer were painted mid-blue. The container is white with blue printing, showing the Hapag-Lloyd name and "HL" logo in a matching shade of blue.

SEA LAND – The next model features the livery of SeaLand, the American company that revolutionised the intermodal container industry. This time the truck and trailer base were painted black, with "SEA LAND" printed on the container in black, and the 'SL' logo in red and black.

KS LINE – Very similar is the truck in the colours of Asian company KS Line, which is also black with a white container. This has "KS Line" and its flag logo printed in red.

- 1 Hapag-Lloyd Container Truck.
- 2 Container Truck in SeaLand livery.
- 3 KS Line Container Truck.
- 4 Site Hut Transporter with two cabins.

During the 1980s, models of American-style semi-trailers were all the rage, with small-scale truck ranges such as Matchbox Convoy, Hot Wheels Steering Rigs, Corgi Super Juniors and Long Tomica proving very popular.

1



2



3



4



TRUCKS

SCANDUTCH – The fourth container truck carries the logo of the Danish/Dutch shipping line, ScanDutch. This model has a white truck cab and an orange trailer. The container is in white again, with ‘ScanDutch’ in black and the propeller logo in red.

RIGS WITH ACCESSORIES

The second group of models comprises a truck and a low-sided flatbed trailer loaded with removable accessories. The trailer components are all plastic with no diecast parts, meaning the cab body is the only metal piece on the model. The trailer beds have two studs to attach accessories, and four small slots to attach bolsters to hold long loads. The loads are quite interesting and offer a degree of play value.

TWIN CONTAINER TRUCK – Another container truck, this model included a pair of smaller removable containers. The truck was painted red, with the trailer in matching red plastic. The containers are in white plastic, and each has opening doors. They were again decorated in the red and black livery of SeaLand.

SITE HUT TRANSPORTER – The next truck is carrying building site cabins. The truck is mid-blue, with the trailer in a non-matching shade of aqua. The two huts are in white plastic, and are quite realistically shaped, with opening doors on the front face and windows on the other sides.

PIPE TRANSPORTER – This model carries a cargo of three large water pipes. The trailer has posts fitted at front and rear with connecting chains to hold the pipes in place. The truck was normally painted dark blue with the trailer and bolsters in a matching shade of plastic, plus orange pipes. It has also been found with an orange cab and yellow bolsters. The pipes do not interconnect.

BOAT TRANSPORTER – The final model in this subset was the most impressive – it came with a removable yacht. The truck was painted yellow, with the trailer and bolsters moulded in the same colour. The boat is quite realistic, with a separate mast, and can float on water. The yacht normally came with a red hull and yellow deck, but could be found in the reverse colours, although the mast was always red. The boat appears to have been copied from a model in the Majorette ‘300’ series.

OTHER TRUCKS

The remaining four items are trucks with different types of specialised trailers. These models also had trailers that were entirely plastic, but, unlike the previous assortments, the trailers were unique to each model and had no shared components other than the cab.

DUMPER – This truck was matched with a very long tipper trailer. The dumper has thick ridges along it, similar to those used for transporting scrap metal. The trailer does not tip up, but it does have an opening tailboard. The cab was painted yellow, and the trailer was moulded in yellow plastic.



5



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7



8

5 Container Truck with ScanDutch livery.

6 Pipe Transporter.

7 Pipe Transporter in alternative colours.

8 Boat Transporter with yacht.

9 Articulated Dumper.

10 Oil Tanker.

11 Low Loader.

12 Car Transporter.



▲ Twin Container Truck in packaging.



9



10



11



12



▲ Three of the Mighty Rigs showing their working features.



▲ Boat Transporter with yacht in reverse colour scheme. This model is an Italian release – note the Giodi label.

TANKER – Another all-yellow model, this truck tows a cylindrical fuel tanker. The tank section was moulded in two parts, with the tank, including the filling hatches and rear ladder forming the upper section. The lower part included the tank base, jockey wheels and rear mudguards. A thick red stripe was printed along the trailer sides with a logo in the middle, looking very much like a Gulf Oil logo, but with only “OIL” in the centre.

LOW LOADER – This model is an articulated low loader, as used to transport heavy machinery. The cab and trailer were finished in green and the trailer is reasonably well-detailed, featuring a drop-down tailgate. A separate winch wheel and below-floor safety rails were fitted, both in lemon-yellow plastic.

CAR TRANSPORTER – The final item in the series was somewhat different from the other models as it only had one rear axle and was decorated with paper labels. It was a car transporter which had a rear upper section that lowered to form a ramp to the top deck. It was quite a realistic design, but was too small-scale to carry most diecast cars. The cab was painted dark orange, while the trailer was made in a lighter shade of orange plastic. There were “Honda” labels fitted at the front of the trailer, plus coloured stripes along the lower sides.

PACKAGING & DISTRIBUTION

Mighty Rigs were packaged on wide blister cards. The header card shows a generic (and somewhat misleading) photo of a big-bonneted American truck with sleeper cab, possibly a Kenworth, which was significantly different to the enclosed model. They were described as “DIE-CAST METAL” on the packaging – perhaps “Plastic with one small diecast part” would have been more appropriate for most examples!

These models were aimed primarily at the American market, and were sold mainly at discount shops and low-priced drugstores. They were also sold in South America. In Italy, the range was distributed by toy manufacturer Giodi, possibly because the company had no equivalent line of small trucks, and a Giodi label was added to the blister card.

Mighty Rigs are not great models, far from it, but they are an interesting example of a low-priced range from the 1980s that has probably fallen under the radar of most collectors. **DC**

Hot Wheels for the Blind

Expanding on a news story in the May issue, Rick Wilson has now got his hands on the cool new issue from Mattel.

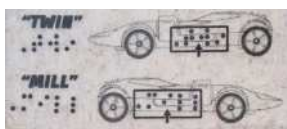
At the beginning of the year, Mattel released a version of the classic Hot Wheels Twin Mill casting featuring braille dots over the body and base, in partnership with the National Federation of the Blind, promoting an inclusive play experience. It is now finding its way into UK toy stores, supermarkets and specialist retailers.

Officially named as “HW BRAILLE RACER – TWIN MILL”, this is technically a new (adapted) casting, as it has its own page at Hot Wheels Wiki Fandom – hotwheels.fandom.com/wiki/HW_Braille_Racer_-_Twin_Mill. The design is accredited to Fraser Campbell and it comes in at No 85/250 of the 2023 Mainline series, and is 4/5 of the 2023 Experimotors group.

The car is presented in an all-white finish – even the wheels and tyres are too, separated only by a thin dark grey trim line. Apart from the raised braille dots, the only visual decoration it has is a pair of dark grey racing stripes. The braille on either side of the car spells “Twin” on one and “Mill” on the other. Underneath, is “Hot Wheels” and to the rear is “#68” (a nod to 1968 – the year of the original casting release). Even the blister pack features braille, with “Hot Wheels Twin Mill” split



▲ Long-card blister pack.



▲ Detailing to the rear of the long-carded version spells out the braille on the car.

over two lines. All translations use ‘contracted’ braille.

Not content with this ground-breaking release in white, Mattel is to produce a second version with a plain, unpainted Zamac upper body (but again with the dark grey striping) and chrome-effect plastic base and engine detail. This release has been confirmed but, because it will have the same range and sub-group numbering, it is unclear as to whether this is a ‘chase’ (rare) version, or a later-year release. Although the lack of sightings ‘in the wild’, either in the shops or on ebay, point to the latter being the case here.

This isn’t the first time that Mattel has teamed up with the National Federation of the Blind – in 2019, the company’s legendary UNO card game appeared in a special version, with braille on every one of the 112 cards in the deck as well as the packaging. This all makes it easier for blind and partially-sighted players to join in the fun.

This has caused quite a stir amongst Hot Wheels collectors and it will be interesting to see if any further castings featuring braille will be forthcoming in future years, but it is definitely a step in the right direction for inclusivity. I love this and will definitely be up for collecting more if Mattel continue this excellent initiative. **DC**



▲ The new Hot Wheels Twin Mill braille release in its short-card blister pack, loose and alongside the 2018 50th anniversary release for comparison.



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30B Rolls Royce Dark Blue/Black. Blue SW. B-B+/U **£325**

30E Breakdown Lorry Red & Black. Blue Sm W. B-B+/U **£220**

36F Salmson 4 Seater & Driver Red & Maroon & Black SW
B-B+/U **£595**

DINKY

25M Bedford Truck Darker Green & Red w. Rare 1st seen by DG.
A—A/U **£950**

29B Streamline Bus Light Green/Mid Green. Closed Window.
Black W A-/U **£80**

29B Streamline Bus Dark Green/Mid Green. Closed Window.
Black W A—A/U **£130**

29B Streamline Bus Grey/Blue Closed Window. Black W A+/U **£80**

29E Half Cab Bus Cream & Blue Flash & Blue W. Scarce. A-/U **£140**

29H/282 Duple Roadmaster Coach US Export Dark Green/Cream.
Cream W. A /U **£140**

29H/282 Duple Roadmaster Coach US Export Dark Green/Cream.
Red W. B+-A-/U **£130**

29H/282 Duple Roadmaster Coach US Export Dark Green/Cream.
Green W. A—A/U **£260**

DINKY CONT.

40G/159 Morris Oxford. Putty. Brown W. A/U **£130**

40H/254 Austin Taxi Yellow/Brown Interior. Yell W. A—A/U
£120 (2 others)

140A Austin Atlantic Pink/Beige. Cream W. A-/U **£125**

140A Austin Atlantic Light Blue/Red. Cream W. A-/U **£80**

140B/156 Rover 75 Cream & Cream W. A—A/U **£175**

151 Triumph 1800 Tan & Green W. A-/B+ T/Up. **£150**

154 Hillman Minx Peppermint & Cream wheels. A-/A- **£575**

40J/161 Austin Somerset Dark Blue. Blue W. 40J base.

A/B-B+ Dual Box. **£395**

273 RAC Mini Van Blue/White. Red Interior A/B+ **£260**

274 AA Mini Van Yellow 1st Issue Blue Interior A/B+ **£225**

274 AA Mini Van Yellow/White Roof. Blue Interior. 2nd Issue.
A/B+ **£225**

429 Trailer. Red. Rare Red plastic wheels. 1st seen by DG.
A—A/B+ **£170**

432 Guy Warrior Flatbed Connaught Green & Red with
Rare Green ST W. A—A/B **£550**

512 Guy Flat Truck Brown/Green. Green w. Scarce.
Blue Box-Orange Label B+-A- **£625**

953 Continental Coach Turquoise. A—A/B+ **£325**

962 Muir-Hill Dumper Truck Late Issue. Primrose.

Blue Plastic Driver. A—A/B+-A- **£160**

965 Terex Dump Truck Primrose-Windows-Red W. Scarce.
A—A/B+-A- **£550**

979 Newmarket Racehorse Box Primrose/Grey RARE with Yellow ST
wheels usually Primrose. First seen By DG. A—A **£1200**

Grading guide

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

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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 the models released in 1966 – a bumper year, featuring the most successful Corgi Toys release ever.



Carrying on from the previous instalment, in the April issue, we now move into 1967. If you thought that we might be able to take a breather after the bumper year last time out, I have to inform you that there were even more released during 1967. So much so that I've had to split this year into two parts again.

We begin the year, of course, with the January releases – it's a slowish start, with just two on the books by the end of that month. There were two releases this month – No 264 Oldsmobile Toronado and No 67 Ford '5000' Super Major Tractor. The Olds featured headlight units that swivelled up and down, operated by a small thumbwheel on the underside, and the Ford tractor had technically already been released as part of GS47 in September 1966, but this was its first appearance as a standalone model. Both sold well, with the Olds nudging the half million mark before it was deleted in 1969, and the tractor lasted three years more, with sales approaching 750,000.

Hot on the heels of the previous month's Rallye Monte Carlo, Corgi was keen to keep the momentum going with two rally updates on earlier releases. No 333 RAC/Sun Rally Mini-Cooper 'S' and No 322 Rover in Monte Carlo Rally Trim were both temporary releases and wouldn't see out the year on stock order lists (sales of 73,000 and 66,000 respectively were reported in *The Great Book of Corgi*). Nevertheless, both were useful additions to Corgi's growing stable of rally competition cars, even if they did share the same event number of 21! Two more releases for February saw the repackaging of No 9001 Bentley from the Corgi Classics range, together with two figures of the fabulous Wooster and Jeeves, from the popular TV series *The World of Wooster* as No 9004. The model came in very attractive packaging but, strangely, it was not a success, reaching only about the 50,000 point after three years. Rounding out the month was a revamp of No 464 Commer Police Van. This received modifications to the

casting on the sides – gone were the barred windows (replaced by etching on the inner plastic glazing unit) and "POLICE" was now embossed onto the casting on either side with a surround, and picked out in silver paint. This lasted until the end of 1968 and sold just over 150,000.

March brought us the biggest month for this first half of the year, with five new releases. No 486 Chevrolet Kennel Service Wagon was based on the lower half of No248 Chevrolet, and now featured a new upper body in the shape of a specialised canine carrier. With four different breeds as cargo, visible through the ample glazing and accessible via the opening tailgate, this proved rather a popular beast, with sales well over half a million before it was deleted at the end of 1969. No 69 Massey Ferguson '165' Tractor with Shovel was a modified version of the previous year's No 66, now fitted with a simpler but better shovel design, with simulated hydraulic rams on either side. Lasting until 1972, it sold well over 800,000 units,

Still in March, the next release is actually quite topical, as a reproduction of this is the latest offering from the Corgi Model Club, reviewed on page 9 of this issue. Yes, it's No 327 MGB GT. A superb replica of this lovely British sports car, it even came with a weekend suitcase in the boot, accessed by lifting the tailgate. As popular as the real thing, it sold well over half a million over its three year run. And March



▲ No 319 Lotus Elan Hardtop.



▲ No 67 Ford '5000' Super Major Tractor.

▼ No 330 Porsche Carrera 6 and No 156 Cooper Maserati F1 Racing Car copy. All photo credits: Vectis.





▲ No 264 Oldsmobile Toronado.



▲ No 339 1967 Monte Carlo Mini-Cooper 'S'.



▲ No 340 1967 Monte Carlo Sunbeam Imp.



▲ No 484 Dodge 'Kew Fargo' Livestock Transporter with Pigs.



▲ No 9004 'The World of Wooster' Bentley.

CORGI TOYS 1966 RELEASES

No	Title	Scale	Released	Withdrawn	Sales
67	Ford '5000' Super Major Tractor	-	January	1972	713,000*
69	Massey Ferguson '165' Tractor w/ Shovel	-	March	1972	812,000*
156	Cooper Maserati F1 Racing Car	-	April	1968	726,000
264	Oldsmobile Toronado	1/51	January	1969	492,000*
319	Lotus Elan Hardtop	1/40	June	1969	277,000*
322	Rover in Monte Carlo Rally Trim	1/46	February	1967	66,000
327	MGB GT	1/45	March	1969	555,000*
330	Porsche Carrera 6	-	May	1969	848,000*
333	RAC/Sun Rally Mini-Cooper 'S'	1/42	February	1967	73,000
339	1967 Monte Carlo Mini-Cooper 'S'	1/42	March	1971	659,000*
340	1967 Monte Carlo Sunbeam Imp	1/42	March	1969	136,000*
464	Commer Police Van	1/45	February	1968	158,000
484	Dodge 'Kew Fargo' Livestock Transporter w/Pigs	1/56	April	1969	136,000*
486	Chevrolet Kennel Service Wagon	-	March	1969	586,000*
1142	'Holmes Wrecker' Recovery Vehicle	1/48	May	1974	531,000*
9004	'The World of Wooster' Bentley	-	February	1969	45,000*
GS3	Batman's Batmobile and Batboat	1/50	June	1980	1,531,000*

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

* + 1969 sales (figures lost in fire)



▲ GS3 Batman's Batmobile and Batboat.



▲ No 1142 'Holmes Wrecker' Recovery Vehicle.

1967 saw two more popular British cars, released in rallying guise to celebrate their respective performances at the Rallye Monte Carlo a couple of months previous. No 339 1967 Monte Carlo Mini-Cooper 'S' and No 340 1967 Monte Carlo Sunbeam Imp, both at 1/42 scale, fitted with sump guards and auxiliary lights – they really looked the part together. The Mini lasted four years (well over 600,000 sold) and the Imp had a 2-year run (approaching 150,000).

The next three months all saw just two new releases, but what was lacking in quantity, was more than made up for in quality. No 156 Cooper Maserati F1 Racing Car, released in April, was a faithful recreation of a successful single-seater racer of the time. Lasting less than two years, its sales numbers (over 725,000) certainly proved it to be a winner. Also that month, No 484 Dodge 'Kew Fargo' Livestock Transporter with Pigs trundled into view. A totally new model, it featured an

CORGI TOYS 1966 RELEASES PRODUCTION COLOURS

No	Title	Colours produced
67	Ford '5000' Super Major Tractor	Blue
69	Massey Ferguson '165' Tractor w/Shovel	Red and white
156	Cooper Maserati F1 Racing Car	Dark blue
264	Oldsmobile Toronado	Metallic blue
319	Lotus Elan Hardtop	Green/yellow, red/white or blue/white
322	Rover in Monte Carlo Rally Trim	White with black bonnet
327	MGB GT	Red
330	Porsche Carrera 6	White with red, or white with blue
333	RAC/Sun Rally Mini-Cooper 'S'	Red with white roof
339	1967 Monte Carlo Mini-Cooper 'S'	Red with white roof
340	1967 Monte Carlo Sunbeam Imp	Dark metallic blue
464	Commer Police Van	Dark blue
484	Dodge 'Kew Fargo' Livestock Transporter w/Pigs	Yellow or beige cab, with green rear body
486	Chevrolet Kennel Service Wagon	White upper, red lower
1142	'Holmes Wrecker' Recovery Vehicle	White, red and black cab, with red rear body
9004	'The World of Wooster' Bentley	Green
GS3	Batman's Batmobile and Batboat	Black, with black and white boat on gold trailer

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

opening bonnet, revealing a detailed engine bay. The whole cab unit was cast separate from the chassis and had sprung suspension. At the rear was a cattle area, populated with five pigs on a mock hay base, and with a hinged tailgate. Lasting until late 1969, sales were steady and were around the 150,000 mark.

May brought us No 330 Porsche Carrera 6, an excellent replica of Porsche's successful endurance racer of the period – the 906 (also known at the Carrera 6, as named here). With a driver figure and opening rear engine cover, it sold very well indeed, and you can imagine many Targa Florios, Mille Miglias and Le Mans races run by these around the carpets of the world. Only around until the end of 1969, it was well on the way to the million in terms of numbers sold. And just in case your Porsche succumbed in a race, No 1142 'Holmes Wrecker' Recovery Vehicle could come to the rescue. This was a substantial diecast, packed with features such as a tilt-forward cab and a pair of working winches to the rear. It even came with two figures ready to work. It lasted until 1974 and sold well over half a million.

Finishing off the first half of the year, a new and exciting gift set was launched in time for the summer holidays – GS3 Batman's Batmobile and Batboat. Cashing in on the continued success of all things Batman-related, this had excellent play value, proven by it lasting all the way until 1980, selling way beyond 1.5 million. A little overshadowed, the pretty No 319 Lotus Elan Hardtop with a detachable chassis, previously seen as part of Gift Set 37, was now sold on its own. It remained in the catalogues until 1969 and sales were good at nearly 3 million.

For the next instalment, we'll take a look at the releases for the second half of the year, including the now traditional gift sets ahead of Christmas. See you in the August issue! **DC**



▲ No 333 RAC/Sun Rally Mini-Cooper 'S'.



▲ No 322 Rover in Monte Carlo Rally Trim.



▲ No 464 Commer Police Van.



▲ No 486 Chevrolet Kennel Service Wagon.



▲ No 69 Massey Ferguson '165' Tractor with Shovel.



▲ No 327 MGB GT.



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1947 HRG 1500 sport roadster



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1932 Austro-Daimler ADR8 pullman limousine by Keibl



1932 Austro-Daimler ADR8 pullman limousine by Keibl



1935 Delage D6-80 Clabot roadster by Henri Chapron



1935 Delage D6-80 Clabot roadster by Henri Chapron



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On the buses

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

As a youngster, I used to spend whole days riding around London using the Red Bus Rover ticket, which I bought at Sidcup Garage bus depot, in Kent. It became a starting point for many a journey. This kick-started a lifelong fascination with bus depots and garages, so it was inevitable that they would feature fairly prominently in my collection to display my diecasts on.

Although Kingsway Models did look at making a model of that very bus garage, it would have been a very wide display, so John Howe, the super-talented chap behind Kingsway, decided against it. But there are still plenty of his products in use in Wilson's World, along with others, both kit-built and homemade.

SUPERQUICK'S BUS DEPOT KIT

Cast your minds back to early 2015, assuming you were reading our magazine back then of course, and you may well remember one of our Exclusive Reader Offer promotions – the versatile bus depot and aircraft hangar kit from Superquick (still available today, although not through us anymore). This great OO scale, pre-printed card kit was easy and quick to make up, and could be crafted to represent either a small bus depot, fire station or truck maintenance workshop, all ideal for 1/76 scale models, or a local airfield light aircraft hangar, for 1/72 scale releases.

Populating the bus depot option here is the OM49904 Corgi Original Omnibus London Transport Bus Set, released in 2012. It may be

▲ Corgi's OM44904 Original Omnibus London Transport Bus Set, released in 2012, with our 2015 Reader Offer bus depot kit from Superquick.

1 Oxford Diecast's Southdown Centenary Set pose with part of Metcalfe's Corgi-collaborated Southdown kit.

2 Two 1/43 scale Scenicrulers, by Ixo, stopped at my recreation of the Streamline Moderne-style Blytheville Greyhound Bus Station in Arizona, built in 1939.

► Another Kingsway kit – this time the London Transport depot at Hackney, with a selection of LT bus models of varying eras.



▲ A Lledo 1/76 scale Scenicruler with my smaller version of Blytheville.

unsuitable for the trolleybus, but it certainly displays well alongside the Routemaster and New Bus for London, as it was then referred to.

SOUTHDOWN

Corgi released an excellent series of pre-printed and pre-cut card kits manufactured by card kit specialist Metcalfe. This is one half of the Southdown depot and terminus, and isn't modelled on an actual building, although there are hints of Portsmouth's Pevensey Road depot and the Pool Valley bus station in Brighton, but provides a great backdrop for Oxford Diecast's 2015 Southdown Centenary Set, complete with finishing touches provided by EFE's telephone box and postbox, plus suitably green





▲ A pair of EFE buses with the London Country Chelsham garage kit from Kingsway Models.

benches from the old Merit OO/HO gauge railway accessories range.

LONDON COUNTRY CHELSHAM

One of several Kingsway kits in my collection is the London Country garage at Chelsham. The kit also makes the near identical, neighbouring LC depot at Godstone. EFE has released perfectly suitable models for both. A Chelsham bound AEC RT on route 403, presumably about to change its blinds before it sets off, sits alongside a Green Line Routemaster here.

LONDON TRANSPORT HACKNEY

Another Kingsway kit portrays the London Transport depot at Hackney. Although I don't have any relevant models for that particular garage yet, it's displayed here with a random selection of London Transport buses of varying eras.

BLYTHEVILLE GREYHOUND BUS STATION

Moving swiftly across the Atlantic Ocean, we find ourselves in Arizona – Blytheville to be exact. I first went to the USA in 1979, aged 15, and travelled on a Greyhound from New York to Northampton, Massachusetts, via Boston and Hartford (and back) during my four-week holiday. I remember being hugely disappointed that my ride was 'only' the newer Americruiser, not the iconic General Motors PD-4501 Greyhound Scenicruiser, but it was still an amazing trip and the latter forms a significant chunk of my bus collection – both in 1/43 (Ixo) and 1/76 (Lledo) scales, plus the non-scale Matchbox offerings, of course. In terms of height and width, the Matchboxes are reasonably close to 1/76 scale but with a much shorter length than it should have, 11cm, it's close to 1/110!

To display these, I've created my own scratch-built Blytheville at both 1/43 and 1/76. The larger version is still not quite finished and will eventually have more detail to the doors and windows, plus lighting to the canopies and ticket office area. **DC**

The finished 1/50 scale Corgi Bristol, transformed to resemble Dinky's vintage No 290 bus with Dunlop adverts.



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.

■ DINKY NO 290 BUS UPSCALE

Following on from the project introduced in September 2022 issue's *Workbench*, I can finally reveal the finished project, ready for shipping back to its owner, Martyn Pring at Shamrock Trains (www.shamrocktrains.com). It is to become part of an ambitious project to replicate the cover of the 1957 Meccano catalogue in O gauge. The image features several early Dinky diecasts. To make the bus more in line with the cars in terms of scale, Martyn had identified a mid-'90s Corgi Classics Bristol K6A release that was very much in the style of the vintage Dinky.

I acquired a reasonably good condition Dinky No 290 bus – good enough to take paint cues from – and scanned the DUNLOP advert on the side, to replicate with homemade decals at the larger scale. Once the supplied Corgi bus was stripped, some superfluous parts were removed, such as window bars, then it was primed according to the final colour – white for the cream/ivory upper deck and grey



▲ Resprayed, and with the engine and exhaust part pressed back in place, the box has also received a new window – all transformed for just a few pence!



▲ Both decks were primed different colours – white for the cream/ivory upper half and grey for the green lower.



▲ The only problem with my Corgi Indy winner was that the chrome had started to come off the engine and exhaust. The part can easily be prised off with a flat screwdriver.



▲ Hot Wheels *Fast & Furious* Toyota Supra in plain white, with another example transformed with TOM'S Castrol racing decals by SK75 Works.

for the green lower.

Then it was time for the top coats, reassembly and application of the larger decals. This whole project will be featured in greater detail in a future issue.

■ HOT WHEELS CASTROL SUPRA DECAL CONVERSION

As mentioned in last month's Workbench, I'm a bit of a fan of the JGTC endurance sports car series, and I've always found the 1995 TOM'S Castrol Supra very appealing, thanks to a bit of an obsession with the Gran Turismo PlayStation game.

I bought a couple of examples of the plain white Hot Wheels *Fast & Furious* Supra release, having already acquired the decal sheet from SK75 Works (www.sk75works.co.uk). Application of the decals is simple enough, with some close-edged trimming, and I'm really pleased with the transformation, seen above.

■ CHEAP FIX FOR CORGI'S INDY WINNER

I bought an example of the Corgi Toys No 159 STP Patrick Eagle Racing Car as it was coming up for the 50th anniversary of the race that the real car won. But when I got into researching the tragic event, my enthusiasm waned somewhat and decided not to proceed with the article.

Bought for only £7.50, including the box, there was very little wrong with the model apart from the plating on the engine/exhaust part, which had started to flake off. I happened to have an old scrap version to practice on, and this allowed me to find out that it's only held in place by a small rivet through the engine trumpet covers (the little black part in the photo). This can easily be prised off with a small flat screwdriver, with no need to unrivet the whole base.

Once off, a quick spray with a can of realistic chrome paint, then reassembly, had this old Corgi racer ready to return to the track in no time. The box was freshened up by removing the old split window (such a common problem with Corgis of this era), then using that as a template to cut a new piece from an acetate sheet (if you remember those old overhead projectors, the sheets used for those are perfect), fix the new one in place with double-sided tape and this model was transformed for literally just a few pence. **DC**

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

After all the excitement of receiving the front bodywork section (see last month's instalment), there is going to be a delay for the next batch of parts due to problems at the factory in China and the ongoing Covid situation there. So I've turned my attention to the detailing in the cockpit area, tidying up some cable runs, adjusting the seat belts and so on. Whilst I was doing that, it occurred to me that the project was well enough advanced to pose the mighty Ixo kit next to smaller scale models for comparison.

So out came my AUTOart (1/18), Greenlight (1/43) and Sparky (1/64) models of the car made famous by Steve McQueen. One thing that always strikes me about models of all Gulf-sponsored cars, but this one in particular, is how different the shades of blue can be when compared directly next to one another – this is definitely the case here, with the AUTOart example now looking a tad too dark.

For the next update, we should have some more detail added to the front bodywork, with the windscreen in place and both headlight buckets in place and, hopefully, wired up!

To find out more about the 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.



▲ The size of this mighty 1/8 scale beast is demonstrated here alongside 1/18, 1/43 and 1/64 scale examples of the same car.



▲ The absence of any new parts this month has given me the chance to pay some attention to the cockpit detailing.

Dennis tanker, by Motorkits

Olivier Weyl tells of a multi-decade wait for a much-desired model. Or two.

In 1976, I was 25 years old and, with some passionate friends, we created in Mulhouse (Alsace) a miniature model collectors club. At that time, there was only one specialised magazine in France, called *Modélisme*. But some seasoned collectors subscribed to English magazines, which were much more complete. I remember very well *Modeller's World*, the magazine of the much-missed Mike Richardson, where you could discover marvels and the first special models in kit form or ready-made.

I was always fascinated by English trucks and my attention was drawn by an advertisement from the craftsman Motorkits with a drawing of a small Dennis Pax tanker. This model limited to 100 copies was offered only ready-made at the price of £65. At that time it was a large sum, well beyond my means. On account of its low production numbers, I therefore relegated this model to the rank of unobtainable rarities that would never enter in my collection, and many years passed.

But 31 years later, in 2007, to my surprise, a Dennis Motorkits appeared on eBay. I immediately did my best and pushed the bidding up to a hundred pounds. So, finally, one of these mythical models arrived at my house. It was beautiful and overall was in good condition, despite its fragility. It was just missing a fender flap, mirrors and a direction indicator arrow.

I was so happy to have been able to find this model, which I had not been able to afford in my youth, that I put it 'as is' in the cabinet. Very recently, I spoke about this truck to a friend who was a virtuoso in the assembly of kits and the restoration of miniatures. This model was completely unknown to him. I explained to him that the model needed some small repairs and he offered to do this for me at his home.

The same evening, my friend, who fell in love with this model, started looking on the internet for one. And, totally amazing, the same day he had the revelation of the existence of this extremely rare



▲ My pre-built Dennis Tanker, by Motorkits, as found after three decades.



▲ The Dennis Motorkits truck advertisement that appeared in *Modeller's World*, in 1974.



▲ The kit version contents.

model, he found another one on eBay! Another amazing thing – while the period advertising specified that this model would never be sold as a kit, the one found by my friend is not assembled.

What happened back then? So not all of the models would have been sold assembled? Maybe Motorkits didn't manage to sell all 100 models because of their price, and eventually decided to sell the last examples as a kit? Maybe someone can tell us more.

The kit, with its 53 parts, allows you to fully appreciate the quality and the finesse of the manufacture of this model, especially if we compare it to those marketed at the time. And therefore we can begin to better understand its selling price.

Another funny detail of this little story – my friend, while manipulating my model, suddenly saw the missing wing flap appear. It had been stuck under the chassis for 31 years! **DC**



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Odd bod(ie)s

John Harrison continues his look at Renault's fabulous 4 and shares his collection of miniature replicas.

In this final part of this series on Renault 4s, we look at some with special bodies. Up to now I have generally written about toys contemporary with the actual car, but in this part I have included more modern collectors' models and hope you will agree they are quite interesting.

VEREM (FRANCE) – PICK-UP

Although Renault produced a pick-up version of the 4, as far as I am aware no toy version was made at the time – it was a comparatively rare derivative. Thus, to cover the pick-up I have to include a modern one. My example is by Verem – a company who make limited editions of Solido models. Solido has never made a Renault 4 pick-up, however. Universal Hobbies did though, so it may use this casting. It is a 1/43 scale model, in red with a shield on the doors with “DIRECTION DÉPARTEMENTALE INCENDIE SECOURS” written round it. This indicates it is a fire and rescue service vehicle. It has a blue light on the roof.

MAJORETTE (FRANCE) – PLEIN AIR

Renault commissioned the Sinpar Company to build

▲ A line-up of 1/43 Renault 4s, left to right – Verem Pick-up, Universal Motor Show model and French Dinky Sinpar 4x4.



▲ A Norev poster promoting its range of Renault 4 models.

a beach buggy version of the Renault 4, but this did not prove very successful and only 563 examples were produced. Despite its rarity, Majorette modelled it. According to the base it is 1/47 scale. It is available in two colours, red with white sills and blue with pink sills. The model comes with a surfboard. This is held in place by a plastic anti-roll case, so cannot be removed unless the anti-roll cage is broken as has happened to one of my models. The inability to detach the surfboard detracts from its play value somewhat.

Although presumably not intended to be a collectors' model, this is a really nice one and a good replica. The first version of the model has a 'roo bar'. This is the blue one, available in 1983 and 1984. On the red version, which was manufactured from 1985 to 1987, it is no longer a bar but is infilled, so it appears more like a tray mounted on the front of the car. The same applies to the Crazy Roadsters which we shall encounter shortly and which were introduced in 1993. One wonders why this change was made.

Majorette models of this era often have little 'extras', such as items left on their parcel shelves. As the Plein Air is a two-seater vehicle, it has a load area behind the seats and this has two bags and what



I presume are intended to be a pair of sand shoes moulded into it. The model has a towhook. I am aware of the model being sold with a boat on a trailer and possibly other combined sets were offered.

GLOBE (FRANCE) – PLEIN AIR

We encountered Globe Toys when we looked at its model of the Renault 4 van. These are basically Majorette models marketed under a different name. There is a Globe model of the Plein Air which is metallic green with white sills.

MAJORETTE (THAILAND) – CRAZY ROADSTERS

This uses the same mould as the Majorette Plein Air model, but without the anti-roll cage and therefore the surfboard. Also the sills, which are plastic on the Plein Air model, are omitted as is the towhook. There are four varieties of Renault 4 Crazy Roadster. My example is 'driven' (the model has no steering wheel) by Bip the Turtle. He (or she? – I'm not very good at gendering turtles) has an extremely large head compared with the body – whoever produced the mould for Bip did not seem to know what a turtle looked like or just maybe used some artistic licence.



▲ The Verem model of the Pickup at 1/43 scale.

Majorette models of this era often have little 'extras', such as items left on their parcel shelves. As the Plein Air is a two-seater vehicle, it has a load area behind the seats and this has two bags and what I presume are intended to be a pair of sand shoes moulded into it.

The Crazy Roadsters variations of the Renault 4 are: 1993, blue with teddy bear; 1993, green with teddy bear; 1994-97, yellow with teddy bear; and 1993-97 red with Bip the Turtle. The bears in the three different Renault 4s are of different designs.

The Majorette Fandom website features the 11 models in the Crazy Roadster series. As well as the Renault 4 the range features two Excalibur cars, three Morgan Plus 8s, a Noddy (or Oui-Oui in French) car and a Noddy/Oui-Oui plane piloted by Big Ears (or Potiron as he is called in France; "potiron" actually meaning "pumpkin"). The last two Crazy Roadsters were only sold in France. Around the time Majorette was producing its Crazy Roadsters, Matchbox was producing a range called "My First Matchbox" and I think both were intended for very young children with bright colours and large wheels, no doubt to avoid the swallowing risk which normal wheels would entail. The cartoon-like characters in the cars are not recognised ones like Mickey Mouse or Bugs Bunny.

FRENCH DINKY (FRANCE) – SINPAR 4X4

This is the military vehicle from which the Plein Air model evolved. This is a delightful model with the earlier grille. It is 1/43 scale and was produced from 1968 to 1971. The box indicates it is a "Gendarmerie Militaire" (Military Police) vehicle. There is a removable plastic top and the windscreen can be folded down onto the bonnet. As the vehicle is effectively open, there is a moulded interior, which even has the Renault 4's push-pull gear lever, albeit somewhat oversize. There are two soldiers in the vehicle; a driver in the front and a radio operator in the rear, together with a radio set. The radio operator must be getting good reception as the model has a long plastic aerial attached to the back of it. It has suspension and a base featuring a simulated propshaft (though being a front wheel drive car the conventional Renault 4 would not have a propshaft, the 4x4 Sinpar version needs one, of course).

The model has a French military registration. My example has 842 735 but other numbers are used. The plates also have an army symbol and the French Tricolour. Unfortunately this format of military plate with six numerals was last issued in 1959 and the Renault 4 was not introduced until 1961, and no

The two colourways that the Majorette Plein Air Renault comes in (centre and right) and the Bip the Turtle version (left).



doubt the Sinpar version was introduced somewhat later, so this is incorrect. I am aware of the British Dinkys having impossible number plates, such as INJ 483D (In the United Kingdom I is only used on Irish plates), but this is a similar error by its French counterpart. A second version of this model, numbered 800 instead of 815, was introduced at the end of its production run with a smaller antenna and a camouflage net.

There is a further version of the Sinpar Renault 4 sold as “La voiture de Michel Tanguy” (Michel Tanguy’s car) from 1968 to 1971. This does not have the hood of the military version or any passengers. It does have a television antenna, a camera mounted on the bonnet and a warhead emerging from the grille. The car comes in a rather garish camouflage livery with a military green base colour.

Although there were a number of British Dinky television-related models, this is the only French Dinky TV-related offering. Michel Tanguy and his partner, Ernest Laverdure, were two French Air Force pilots. These two characters first appeared in 1959 in the Franco-Belgian comic, “Pilote” (pilot). Starting in 1967, three series of television programmes featuring these two characters were made, “Les Chevaliers du Ciel” (Knights of the Sky). This included this car which, ironically, despite the indication on the box, in the television series actually “belonged” to Ernest Laverdure. One wonders why Dinky marketed the car in this way.

The pièce de resistance of this model is its packaging. The standard military Sinpar comes in a typical yellow cardboard box used for British and French Dinkys of this era. The Michel Tanguy version comes in its own special box, which is larger with purpose-drawn artwork. The car is mounted on a cardboard plinth which simulates a road. The model comes with figures of Michel Tanguy and Ernest Laverdure running towards the car, mounted on their own stands glued to the plinth. There should be two items with the packaging: a printed information sheet and a sticker sheet. The information sheet tells you about the two characters and which European countries their comic

► The 1/43 French Dinky Sinpar 4x4 model with canopy and windscreen in the up position.

1 Removing the canopy also takes the aerial away, plus the windscreen is folded flat here too.



1



strip stories and television programme were available. (In Britain they appeared as “The Flying Furies” with different names in “Lion” comic and the television programme was entitled “The Aeronauts”, but the information sheet just mentions “Angleterre”, not this detail.) The sticker sheet has number plates 9975 QJ 75 (75 indicates Paris) and a chequerboard sticker to apply to the camera on the bonnet.

UNIVERSAL HOBBIES (CHINA) – ICE CREAM VAN

We now look at a modern collectible rather than a contemporary toy. This model comes in a series from a part-work, an Auto-Plus series on Renault 4 models. This series of models is readily recognisable as it features an imitation milestone on the model’s plinth. This is an ice cream ‘van’. ‘Van’ is in inverted commas, as this is not in the form a British person would normally expect an ice cream van to be, with a ‘box’ for the vendor to stand in behind the front seats. Rather it has a storage area from which ice cream is

FURTHER READING

If you want to know more about real Renault 4s, a book entitled *Renault 4*, by Mark Bradbury, has recently been published (Amberley Press – ISBN 978 1 3981 1335 0, Price £15.99)



▲ The Michel Tanguy Sinpar with its elaborate packaging and rather snazzy colour scheme.
Photo: Vectis Auctions



◀ This is actually a Renault 3, as displayed at the 1961 Paris Motor Show.

2 For the 1961 Paris Motor Show, the car was cut open to display as a cross section and the model captures this superbly.



▲ The Universal Hobbies ice-cream van shows a style of vehicle not normally found in Britain.



▲ This canopy would not work in the UK, but proved to be perfect for the much warmer climate in the South of France.



served located in what would be the load area if this were a pick-up. There is a canopy above this. France has a warmer climate than Britain and a van such as this would be more practical than here, especially in the south of France. Though not supplied with the model, real vehicles of this style come with detachable sidescreens for use on colder or wetter days. The vehicle has just one seat, so the vendor can easily move from the driving seat to stand behind the counter ready to sell his or her wares. Universal Hobbies seems to have made a mistake in marketing this vehicle. The base is inscribed “RENAULT 4 ‘Marchand de glaces’ – 1968”. “Marchand de glaces” translates as “ice cream seller”. The vehicle has the later wider grille introduced in 1974, so this could not be a 1968 vehicle. Web searches, however, suggest that this conversion was introduced in 1968, so this might account for this apparent anomaly. A French friend advises me the coachbuilder that carried out this conversion was Pélissier. Similar vehicles still operate in France – for example, information about one that can be hired

in the Paris area can be found on the website www.laglacemobile.com.

Though I just have the model I have just described, two other Renault 4 ice cream van models have been produced, both from part-work series. One, though produced by a different manufacturer, is another version of the Pélissier conversion. It comes from a series of 80 models offered in a series entitled “Passion Renault 4”. This has the pre-1974 grille. The other notable difference is the canopy has supporting stays – this is prototypically correct so making the model a more accurate depiction. This model is predominantly white, whereas the Universal Hobbies one is white and orange. The other ice cream van model comes from the same Universal Hobbies series as mine, but is in the style of a British ice cream van with a box for the vendor to stand in. Two versions of each model in this series were produced. Subscribers could choose to have a basic set of one model or a ‘duo’ set with two related models, the second one generally being a more elaborate model. This is the partner model to the Renault 4 ice cream van I have. As the Renault 4 is a relatively small vehicle, providing a box for the vendor to serve in ends up with proportions akin to a Postman Pat van.

UNIVERSAL HOBBIES (CHINA) – MOTOR SHOW MODEL

Here we have an intruder. This is another modern collectors’ model. In case you missed the first part of this series I should explain that, although only the Renault 4 was sold in Britain, in France an economy version, the Renault 3, was offered for a couple of years. This is a model of the Renault 3. The obvious external difference is it having bars front and rear rather than conventional bumpers. Also, it has only two side windows, not three, but some early versions of the Renault 4 also had no third window.

Writing on the base of this model describes its origins, “Renault 3 – Ecorché de présentation – Salon de l’automobile de Paris 1961”. This is a model of a car that was sectioned for display at the Paris Motor Show in 1961, when the car was introduced. It is an excellent and unusual model allowing one to see much more detail than one usually can on a model car. Its colour is beige. This model is from the same series of Renault 4 models as the ice cream van previously described. This is the ‘duo’ model of the series, its standard partner being an ordinary beige model of a Renault 3.

CONCLUSION

As we come to the end of this series of articles on Renault 4 models, it is difficult to draw a common thread from it. I would, however, like to make one comment. This article has been mainly about contemporary Renault 4 toys, not modern collectibles, but in compiling it, I have done a lot of internet research and in the process come across a vast range of modern collectible models including two part-work series, so if you want to collect Renault 4s there are many to be found out there. No doubt one factor in this is the Renault 4 was a big element in French motoring heritage. If somebody wishes to write an article on modern collectible Renault 4s, that would be a big undertaking. **DC**

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Ferrari 365 GTB/4 'Daytona'

An occasional look back at a popular Corgi Toys release, when it reaches 50, by Rick Wilson.

Styled by Pininfarina – officially accredited to its designer, Leonardo Fioravanti – Ferrari's beautiful 365 GTB/4 (its official name) is more commonly known as the Daytona, a moniker that Ferrari does not accept to this day. Introduced at the 1968 Paris Auto Salon, the marque was still riding high on the honours of an impressive 1-2-3 finish at the 1967 Daytona 24 Hours and, for some reason, the media at the time applied this to the new car – and the name stuck.

Unlike its obvious rival at the time, Lamborghini's stunning mid-engined Miura, the new Ferrari was a more traditional front-engined design, powered by a 4.4-litre development of the V12 used in its predecessor, the 275 GTB/4. This was mated to a 5-speed gearbox and Fioravanti's bold 'edgy' styling marked a departure from Ferrari's rounded look. All bodies were built by Italian coachbuilder, Scaglietti, with the exception of Pininfarina's original prototype.

Production continued until 1973, and the

▲ All five versions of the Ferrari Daytona 365 that Corgi produced.



▲ The first releases in their respective boxes – note the extra line of text and the roundel on No 324's packaging.

GTB/4 Berlinetta was joined by a GTS/4 Spyder version from 1971 – sales figures were 1,284 and 122 respectively, although figures of surviving cars have been skewed by the practice of converting Berlinettas to Spyderys, due to the much higher prices achieved by the latter thanks to their perceived rarity (genuine Spyderys always fetch more than converted examples though).

Of the Berlinettas, the early cars featured headlamps mounted behind clear acrylic covers. US laws prohibited such lights from 1971, so production of later Berlinettas and all Spyderys featured retractable, pop-up fittings instead.

Naturally, given Ferrari's racing pedigree, competition variants were required. Fifteen official competition variants were built – three batches of five were made, in 1970-71, 1972 and 1973, with each of the later batches featuring a slightly more powerful engine. None were ever raced by the Scuderia works team and all were sold to privateer entrants.

Many saw track action at the top endurance races, including Le Mans and Daytona, of course.



◀ A part advert from the 1973 launch of Corgi's Daytonas.

▼ Both of the first releases alongside each other – the tow hook is missing from Corgi's co-sponsored JCB racer.



▲ All versions featured opening doors and a black interior.

All officially-built competition versions featured lightweight bodywork (a mix of aluminium and fibreglass panels) and plexiglass windows. The Daytona achieved some excellent successes, with fifth place overall at Le Mans in 1971, followed by class wins in 1972 (first five places in the GT class), 1973 and 1974. The Daytona's last major success came in 1979, fittingly at the Florida circuit that it was unofficially named after, where a privately-entered 365 GTB/4 finished 2nd overall in the 24 Hours.

IN COMES CORGI TOYS

When Corgi released its new Ferrari model exactly 50 years ago, in June 1973, it chose to stick with the unofficial name, but oddly added part of the correct nomenclature too – calling it the Ferrari Daytona 365. The month of June was chosen so that it would coincide with the model's real life subject competing at the 1973 Le Mans 24 Hours and this was used to great effect in the marketing at the model's launch.

In total, five different versions were produced by Corgi, the last of which made its debut in 1979.

FIFTY YEARS AGO BY CORGI



There were two interesting differences along the way, apart from the obvious colour scheme and livery changes – both involved a small change to the baseplate, as you will find out...

NOS 323 AND 324 – JUNE 1973

Rarely for Corgi, two near-identical models were released in the same month and with different catalogue numbers. Both were competition versions of the Ferrari 365 GTB/4 'Daytona' and these were the very first sports cars to be produced at Corgi's 1/36 scale.

Apart from the obvious livery differences, the only changes between the two was that the design of wheel rim differed and No 324, the yellow JCB-sponsored car, didn't have a tow hook. This was actually a replica of a real racer that took part in the 1973 Le Mans 24 Hours – it also marked Corgi's first ever venture in the world of motor racing sponsorship, and the brand's name and logo featured on the real thing during the race. Although the real car didn't make it to the finish of the gruelling endurance event, its real success was in model form, with 237,000 examples sold (according to The Great Book of Corgi) before it was withdrawn in 1975.

No 323 was a fitting companion/rival for many a Carpet Grand Prix and looked rather fabulous in white

▲ All four of the Corgi range releases, showing the differing wheel styles.

with bold red and blue 'arrow head' stickers showing the direction of travel. But, strangely for a racing car, it had a tow hook – as mentioned earlier, the No 324 JCB car didn't. There are two slightly-differing versions of this one, one as shown here and the other with the red roof panel extending down the sides of the rear window and covering the boot lid too.

Both cars came fitted with a black, moulded-plastic interior and featured opening doors. The boxes were almost identical too – No 323 was marketed as "Ferrari Daytona 365" in the range's standard striped angled-window box, but No 324 had an additional "JCB/Corgi Le Mans" line above to serve as a reminder of the sponsorship deal, plus a roundel on the top of the box in a similar vein – "JCB/Corgi 1973 Le Mans Entry". The white No 323 version won the sales-related race though, lasting until 1978 and selling 465,000 examples.

GIFT SET 29 DUCKHAMS RACING SET – APRIL 1975

And finally, that tow hook has a purpose! Corgi's third Ferrari Daytona appeared in blue and yellow Duckhams Racing Team livery, towing a brand new trailer in yellow (designed specifically for the growing range of Corgi's Formula 1 replicas with their wider rear tyres). The trailer came

- 1 No 323 Ferrari Daytona 365 #81, released in June 1973.
- 2 No 324 Ferrari Daytona 365 #33, released in June 1973.
- 3 Duckhams Racing Team Ferrari Daytona 365, released as part of Gift Set 29 in April 1975.
- 4 Team Spindrift Ferrari Daytona 365, released as part of the St Michael No 8103 Spindrift Power Boat Racing Set in 1978.
- 5 No 300 Ferrari Daytona 365 #5, released in March 1979.





▲ The tow hook has a purpose at last! Gift Set 29 Duckhams Racing Set poses in front of the Daytona, power boat and trailer from the St Michael set.

with a specially reliveried No 150 Surtees TS9, which matched the Daytona. It all made for a very attractive gift set indeed, and it sold well for its two years in the Corgi catalogue.

The Ferrari was painted in the very pleasing Duckhams blue and featured stickers on the doors, bonnet and boot. The interior was moulded in black plastic and this was, of course, the No 323 version with a tow hook as part of the baseplate. One difference to the original releases was the fitment of new style wheel rims – these would appear on all future Corgi Daytonas too.

ST MICHAEL NO 8103 SPINDRIFT POWER BOAT RACING SET - 1978

Corgi had been producing unbranded models for St Michael, the own-brand range by the Marks & Spencer department store. Models were exactly as Corgi releases, sometimes in different colours, but with Corgi Toys blanked out on the baseplate. This was the case with the next Daytona release, in 1978.

Carrying on with the trailer theme started by the Duckhams Daytona, this time the Ferrari was painted Lemon Yellow and featured green, white and blue 'Team Spindrift' stickers, plus a pair of green stripes on the roof and the boot. The trailer was green and carried a plastic, twin-hulled racing power



▲ Spot the difference #1 - Team Spindrift (top) and Duckhams (bottom). The Corgi Toys logo/branding was removed for the St Michael release.



▲ Spot the difference #2 – No 323 with tow hook on the left, No 324 without on the right.

boat, with the twin green stripes carried front to back on the body to both sides with racing number 12 and the Spindrift logo to the sides of the engine cowlings to the rear of the cockpit. The trailer and plastic power boat were identical in design to the Carlsberg Racing examples sold with the Fiat X1/9 as Gift Set 37, released in February 1977. Also in set No 8103, was a version of Corgi's Bell Jet Ranger helicopter in green and yellow (with floats) and either a red or a grey plastic dinghy completing the themed group.

The set is quite hard to come by and fetches well over the triple-figure threshold if complete and in mint condition with the colourful picture box intact. I have the Daytona and the boat on the trailer – both a little playworn – so I am still on the hunt for the full combo.

NO 300 – MARCH 1979

The last hurrah for this casting came nearly six years after the first releases. There was no change to the model apart from the rather garish green chosen for the main colour and some rather snazzy mirror-effect stickers adorning the bodywork – the full bonnet sticker extended on to the front wings on both sides, similarly the bootlid and rear wings, and even the number stickers on the opening doors featured the effect.

The moulded-plastic interior was unchanged and still black, and the rear tow hook was still present as well. The plastic wheels were the same design as found on the Duckhams and Spindrift releases. It sold well and lasted in the catalogue until the end of the Mettoy-owned era, in 1983, bringing Corgi's Ferrari Daytona journey to an end after 10 years. **DC**

4



5



Casting Shadows

David Lynn throws some light on two daring Rolls-Royce Silver Shadow conversions – a Shooting Brake and the Krug Delivery Van.

A probably inevitable consequence of Rolls-Royce's status as perhaps the world's most prestigious luxury car maker, is that it has always attracted weird and wonderful custom projects from people wanting to go one step further in demonstrating their wealth. The arrival, in 1965, of the Silver Shadow range saw the debut of unitary-bodied Rolls-Royces, a significant change from the previous scenario where separate chassis offered the ability to accommodate completely new bodywork designs, and subsequent coachbuilt designs tended to be recognisable as modified Shadows.

This article briefly describes three highly-detailed, 1/43 scale resin models of conversions of 1979-80 saloons, both incorporating features from the Shadow II facelift in February 1977 with larger rubber-faced bumpers, a front spoiler, and a simplified frontal appearance – headlight wipers were added in July 1978.

They start with twinned Matrix depictions of the Shooting Brake commissioned in 1980 by John "Ox" Entwistle, bass player with The Who, allegedly to carry his pack of Irish wolfhounds when he lived in a country mansion in Gloucestershire. The coachbuilders were probably FLM (Panelcraft) of London, who created a few similar Shadow estates during the 1970s, but when the car was auctioned by Bonhams in 2013, the text was carefully phrased because this was unproven. Originally finished in Harrods Green, the car was sold after Entwistle's death, in 2002, and fully refurbished for use on a grouse-shooting estate in Perthshire. There is some uncertainty when it received the current livery and the 32 LB registration as,



▲ Comparing rear outlines with the clumsier Krug bustle and its slight resemblance to a Hillman Imp against the more elegant estate profile.



▲ Another shapes comparison between the ornate estate and the more functional delivery van.

▼ Full side view of the Krug delivery van, with the estate version on the opposite page.

following its sale for £43,700, it has disappeared, with 32 LB now adorning a 2015 Mercedes Sprinter van.

Matrix's initial version in 2016 (MX11705-101, edition size 408) is as auctioned in 2013, with bronze-gold paint and most of the chromework gold-plated in an example of what sociologists would call conspicuous consumption, often at the expense of aesthetic improvement. However, in miniature, the selective use of gold elements (roof bars, door handles and side strip, Flying Lady mascot, headlight eyelids) alongside chrome (grille, window and sill trim) is a subtle combination. The cream leather interior is similarly detailed, including headrests and the drinks cabinet in the rear finished in mahogany, as also used on the seat-back picnic tables and dashboard. This is an exquisite model which manages to avoid lurid ostentation and rewards lingering study of its full minutiae inside and out, including the delicate headlight wipers.

A second version came in 2019 (MX11705-102, edition size 199, again with 32 LB plates) in its initial Harrods Green and black livery when owned by Entwistle. This is more subdued with the only gold-plated item being the Flying Lady mascot and my reaction to early pictures online was that some of the visual excitement had been lost, with the chromed roof rails giving a hearse-like appearance, while the cream interior – minus the headrests – did not marry well with the darker colouring. An opportunity to physically examine one showed the scheme was more successful than anticipated and purchase duly followed. It is inevitably less eye-catching in this original format, but its subtleties have worked their spell on me to make it





▲ The front ends are fairly standard, with that of the Matrix estate on the left and TSM's Krug van to the right.



▲ Perhaps the best aspect of the Matrix estate, with gorgeous rear-end detail shared by both liveries.



▲ The subtle, original Harrods Green/black combo contrasts with the flamboyant copper/gold revamp, as modelled in the image below.



impossible to name a single preference.

Truescale Miniature's model (TSM124366, no edition size stated) came out in early 2014 as the Silver Shadow II Delivery Truck commissioned in 1984 by Krug Champagne. Both it and the second example in the US with the same 'cream over burgundy' livery are regularly described as based on 1979 cars. However, there are some inconsistencies, with the depicted WYM 704S plate being a July 1978 issue, and its subsequent re-registration as KRU 149 giving late 1977 dates on plate check sites. While these are trivial points, they do explain why photos of KRU 149 as it survives today and the model do not have headlamp wipers. The US example is now owned by Carriage House Motorcars of Greenwich, in Connecticut, and photos show an older LHD Shadow I with 1974-75 US-spec rubber bumpers and no front spoiler.

No clues were found for who built them, and comparing online photos shows several small differences in the rear panelling suggesting they may have been converted separately on their respective sides of the Atlantic. The KRU 149 conversion retains the front seats, with the enclosed van portion apparently containing two refrigerators. It was later sold off, but reacquired by Krug for its museum and has a keyfob made from a Krug cork. As it was genuinely functional in its delivery role, the styling reflects its purpose and is clumsier, with for instance a larger and less integrated rear bustle with an unexpected resemblance from some angles to a Hillman Imp, and a more abrupt shape. The strident Krug colour scheme is also less sympathetic to the shape, and, with the opaque rear window preventing interior views, the model is less interesting. However close-up comparison with the Matrix suggests TSM may have created the more precise model, with better proportions for the front grille, wheel arches and lights, and the detailing is very precise. This includes a neat retracted radio aerial on one front wing, and something I've never seen before in 1/43, with both numberplates showing a small line of print beneath the main characters for the supplying garage – this is far too small to be legible, but I love the fact that it's included.

Each of these three models is intriguing, offering a lot of detail and character to savour, but any recommendation is inevitably conditional. Both Matrix twins are very satisfying indulgences, but likely to cost £100+ each, while the less flamboyant TSM has the advantage of 'only' costing around £70. **DC**

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PART ONE

It's all in the detail

Ann Evans takes a look at accessorising and displaying your collection with cast metal figurines. **Photos: Rob Tysall**

One way of bringing your display to life is with figurines and accessories and we found an, at first glance, unlikely source for diecast collectors. Father and son duo, David and Guy Jessett, are very much into making their diecast figures as realistic as possible. So much so that every figure they make in white metal is replicated from a real person.

Their company is Slot Track Scenics, based in Kineton, Warwickshire. It is very much a family firm and their company started 17 years ago. David and Guy enjoyed building up their own slot car layout, adding accessories and scenery. And then one day when Guy was about ten, he suggested to his dad that maybe they should try making accessories for other people – that might provide them with a little extra money to be able to get more things for their own track.

Guy commented, “The first accessory we made commercially was a tyre wall. We started by just wanting nice things for our own track, but now we have two large layouts upstairs in the factory for friends and family to use, a factory, people who work

▲ Pitlane populated with mechanics and personnel, with everyone at their station.

for us and customers all over the world. It has really developed.”

A third member of the team is Mervyn Fell, who works his magic on bringing the circuits and layouts to life, adding all the electrics, the scenery, the buildings – everything. “I came here three years ago,” said Mervyn. “I just said, if you need a hand, give me a shout, and I’ve been here ever since!” Guy added, “The business would not have progressed without Mervyn’s help. We always think of Mervyn as part of the family. It’s an absolute team effort.”

Each diecast figure is posing as they would in real life, the moulds taken from real people via 3D scanning. Once scanned, a 3D printer creates the resin master figures from which moulds for the molten white metal to be spun through are created. David added, “This skilled work is carried out by one individual craftsman, Phil, working from his shed in Aston, Birmingham. Phil has been mould-making and casting since he was fourteen – and he is excellent at it.”

Some of the figures are left in bare metal for the customer to paint, while others are sold fully painted, and this is also done by hand by a small team. These

VINTAGE REPRODUCTIONS



include a few friends, including octogenarian Ann, a leading light in the local art club. "Our painters have a free hand," said David, "colours, clothing, hair, beards and so on are all chosen by them unless the figures are to be in uniforms such as paramedics, nurses, racing drivers, pitstop mechanics and so on.

Amusingly, Guy pointed to many of the figures on display, saying who they were modelled from, so the conversation went something like: "That's me, that's my dad, that's our wives, that's my brother-in-law, that's a friend who we're having a BBQ with later, there's David with dark hair and there's even a model of David standing by the church as a vicar!"

Since they started making these 3D white metal figures, in December 2019, they have really taken off. The first figure product was a pack of three spectators – and there have been many since. Their latest being a set of 'classic' figures with a retro appearance.

During *Diecast Collector's* visit to their factory, Lynn – a friend of the family, in a 1950s style dress, had come along to be immortalised in white metal. She would later be placed on one of the layouts – and, of course, is sold with two other classic figures in a pack.

The 3D scanning takes place in the foyer of their premises. Guy then arranges the model in the pose he wants. "It takes some thinking about," he said. "You need all the bits of the person to reproduce well in 3D and not risk anything too slender snapping off, such as a tool they may be holding. The mould is made in two halves, and you have to know the white metal will be able to reach all parts when it is spun into the silicone moulds."

Using a 3D video camera, Guy spends three or four minutes filming the subject from every angle. He can see how it's looking on the rather eerie looking 3D image on the laptop screen. He makes

1 It's a family affair, with a stand at the UK Slot Car Festival at the British Motor Museum near Gaydon.

2 A rally service point is brought to life with figures and accessories.

3 The Max Verstappen Fan Club in full voice.

4 Enjoying some hospitality.



▲ Figures in 1/32 and 1/43 scale.

sure he's covered every area so that the figure will be successfully 3D moulded. And from the model's point of view, they have to hold that pose for the time it takes to scan. He can see the results instantly on his screen, and if has missed a section, he can scan it again. It then takes him about half an hour on the computer to scale down and complete other processes so that the resin figures can be printed in 3D, after which they are cast in white metal. Guy added, "We can do any scale you want really, down to whatever is required – 1/32 and 1/43 are the usual scales, but we could easily resize for others."

After Lynn was scanned, Mervyn was called upon to pose as a mechanic – standing, sitting, and lying down, as if he was under a car. Then to create more mechanics with different body shapes, David donned the mechanic's overall and followed suit. "It's more complicated with Mervyn," said Guy, "because we are going to use a variety of different heads. We can whip one head off and add another."

Finding models to populate their grandstands involves calling on lots of different people in different jobs – as well as themselves and all the family willing to dress for the part. "We can only film indoors," said David, so we've had racing drivers here in their racing leathers and helmets, paramedics, the burger man in his chef's whites, photographers – all kinds of professions. We spotted a guy walking around this industrial estate one day, who looked just right for what we needed – so we called him over and got him to pose! It all makes for really realistic figures because they are posing naturally." **DC**

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Superfast 1969-1982

No.
35

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



Number 35 in the Lesney-era Superfast range brought us a very realistic fire appliance, a complete fantasy car and a rather unrealistic, but still attractive, animal transport truck.

MERRYWEATHER FIRE ENGINE

Catalogue: 1970-74

Box Styles: F, G, I

The Merryweather Marquis was based on an AEC chassis with bodywork incorporating the Ergomatic cab. The designers at Lesney were obviously big fans of the Leyland/AEC Ergomatic cab, as this was one of six vehicles in the 1970 Matchbox catalogue to be based on it. (The others were Pipe Truck, Horse Box, 8-Wheel Tipper, Site Hut Truck and Leyland Petrol Tanker.) Unusually for a Matchbox model of this era, the fire engine featured a plastic base

▲ Merryweather Fire Engine, Fandango and Zoo Truck, with their respective initial release boxes.

and no interior. The reason for the plastic base was to incorporate the rear pump detail plus the side lockers and hose reels. It was not originally designed to come with Superfast wheels, so the axle covers are always riveted to the chassis.

Early versions were painted a metallic red-bronze colour, although this was later changed to a solid, glossy red. The base was usually grey, but can occasionally be found in black or white. The plastic ladder was always in white, and the glazing was tinted blue. There was a 'London Fire Service' label with a shield stuck on each side, although this was sometimes omitted, although examples in such a format today could simply be the victim of failed adhesive.

In 1975, the model was decorated with new "Flame Proof Wool" stickers as a promotional release with a special box to match. These are incredibly hard to find and have a price tag to suit – one sold at



Vectis in October 2020 for £1,600!

The Merryweather remained in the range for five years, and came in three different styles of box. It was replaced by Fandango during 1975, however, it was brought out of retirement briefly in the late '70s, when it was teamed with Mercury Police Car as part of an emergency-themed release in the Two Packs series – this version is easy to differentiate from the earlier releases as it features the later five-arch wheels. And it was then heavily modified for much later, post-Lesney releases – its roof was removed!

FANDANGO

Range: Rola-matics
Catalogue: 1975-81
Box Styles: I, J

Fandango was another wedge-shaped fantasy concept, featuring prominent front wheel arches and,



▲ To the rear, the second and third generation 'G' and 'I' Merryweather Fire Engine boxes, plus the later Type J Fandango box. Middle row, left to right: Merryweather Fire Engine in later plain red, Ford GT-striped white Fandango, Zoo truck cage mounted on yellow No 26 Cable Truck body – it's a straight swap, so beware anyone claiming this to be a rare colour! Front row: 'Two' Packs Merryweather Fire Engine with five-arch wheels, later red Fandango, later Zoo truck with more realistic silver-grey cage and dark tan lions.



▲ The most sought-after Merryweather Fire Engine variant is the Flame Proof Wool promotional, from 1975 – it's worth a small fortune with its box.



▲ Just three of the post-Lesney open-topped fire engines, showing their obvious Merryweather casting heritage.

on this occasion, it was designed specifically for the Rola-matics range – the engine cooling fan rotates as the car moves. Presumably this fan was the source of the model's name.

Early versions came in white with a red-painted base and a "35" decal on the nose. The well-detailed interior and rear engine cover were in red, with the fan being chrome foiled, although after a short while, the fan lost its chrome and was plain blue. A rarer variant of this version, but still reasonably easy to find, wears the #6 stripe from the Ford GT.

From 1978, Fandango was painted the reverse colours, with a red body and white base. The interior was now in cream, with the fan in blue but with no plating. Some of these can be found with 'sunburst' stickers from No 47 Beach Hopper.

ZOO TRUCK

Catalogue: 1982

Box Styles: L

Zoo Truck used the same Volvo flatbed casting as the No 26 Cable Truck, but for this model it was now painted a rather vibrant eye-catching red. Beware anyone selling a Zoo Truck claiming it to be a rare yellow colour, the bodies swap between the two very easily (see photo at the top of this page).

It also carried a very different load on the back in the shape of a lion and a lioness in a cage. This gave the truck a lot of novelty play value although, in reality, it is incredibly unlikely that any zoo or circus would be allowed to carry dangerous wild animals through the streets on an open-back lorry. Well you'd hope they wouldn't!

The lions were in yellow plastic and attached to a plastic yellow base, which in turn was fixed to the cage. The cage itself was moulded in light blue plastic – an altogether unrealistic colour combination. Later versions had an improved appearance, with dark tan lions and a silver-grey cage.

Although Zoo Truck was superseded in late 1985, it was later revived for a 1992 circus-themed gift set in white with the later coloured cage/lions and "Circus Circus" decals on the cab doors. **DC**

3-Ton Army Wagon

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



▲ Dinky Toys No 621 3-Ton Army Wagon early model alongside the later version, with driver and windows.

After the war, there were many surplus vehicles together with equipment and many of these were adapted for different uses. I remember an American Dodge van that was used by a local grocer for deliveries. All these ex-army vehicles were from the 1930s or '40s. But as the army recovered from the war, new vehicles were commissioned. At the forefront were the Austin and Bedford companies, alongside others like Humber, Foden and Scammell. As a result, the Dinky Toys military series also started to be updated in 1954 with the models being to a bigger scale than the pre-war series.

One of the new Dinky Toys army series was the No 621 3-Ton Army Wagon, introduced in June 1954. The model was reviewed in the *Dinky News* in the July *Meccano Magazine*. Here it says "The characteristic front end treatment of the Big Bedford lorries is carefully reproduced with the radiator mounting clearly marked. A centrally-mounted spare wheel is carried underneath the chassis, as in actual practice, and the chassis detail includes mouldings of the fuel tank and a tool box on the off-side". The model is in service green and has a tin tilt, plus there is a towing hook and the model also carries the Royal Armoured Corp transfers.

The first models had plain black tyres and these early models did not have drivers. Later models were then fitted with treaded tyres and a driver was put in the cab. During the 1960s, glazing was also added before the model was deleted in 1963. The original models came in plain yellow card end flap boxes, these later being followed by illustrated versions.

The *Meccano Magazine* of March 1955 announced "This month's new Dinky Toy is illustrated on the back cover – IN COLOUR". The same advert carried an illustration of the new Dinky Toys Gift Set No 699 Military Vehicles, but strangely the picture was just in blue and white. The advert for the set says "Four of the popular Dinky Toys military vehicles are now available as a set in a colourful presentation box. The group consists of Austin Champ, 1-ton Cargo Truck, Armoured Personnel Carrier, and 3-ton Army Truck. PRICE 17/6 (Inc.

Dinky Toys Gift Set No. 699 Military Vehicles (1)



Four of the popular Dinky Toys military vehicles are now available as a set in a colourful presentation box. The group consists of Austin Champ, 1-ton Cargo Truck, Armoured Personnel Carrier, and 3-ton Army Wagon. PRICE 17/6 (inc. Tax)

▲ *Meccano Magazine* advert, from March 1955, illustrating the new Gift Set No 699 Military Vehicles.



3-ton ARMY WAGON No. 621

Another fine example, made for the afternoon drive, the 3-ton Army Wagon, No. 621, is shown with its spare wheel, carrying spare wheel, on the side. The height of this model is 12 in., and it is available in service green with the Royal Armoured Corps sign on front and rear.

PRICE 4/9

▲ June 1954 *Meccano Magazine* advert, part image, showing the first model.

Tax).” The set was deleted in 1958.

The real Big Bedford was the more common name for the Bedford S series and it was introduced at the Commercial Motor Show in 1950. Fitted with a forward control cab, there was a 4.9-litre, six cylinder engine, which had a synchromesh gearbox. A military version was produced with four-wheel drive and this was designated as an R type. Apart from the various truck versions, a fire engine was developed and was known as the Green Goddess. That vehicle only ceased operation in 2004.

A Bedford sales brochure also states “By excellent balance and weight distribution, by the use of new design features and metallurgical techniques, Bedford engineers have succeeded in producing a full 7-tonner which, in lorry or tipper form, weighs less than 3 tons unladen”. **DC**

FURTHER INFO

The new Dinky Toys military models continued the series of military vehicles theme. Occasionally they are discussed in more detail in the DTCA Journal. You can find out more or join by visiting the website www.dtcawebsite.com

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AUCTION NEWS

A SINGLE SHADE OF GREY TEASES AT TENNANTS

A very rare Corgi Toys No 462 Commer Van promotional issue was up for auction at the 5th April Toys & Models sale, at Tennants Auctioneers, in North Yorkshire. An unusual model, it is finished in plain grey rather than the usual metallic blue of the Commer Van and is thought to have been made for a company's promotional campaign, although no logos are present on the model.

The van is housed in original plain blue and yellow box and does not have a catalogue number on the end, just a plain white ovoid background. Described as excellent in a good to excellent box, the hammer finally fell at an impressive £300.

The next Toys & Models sale at Tennants is on 26th July. For more details, get in touch via email at enquiry@tennants-ltd.co.uk, or by telephone on **01969 623780**. ■



TRIAL BUS AT WALLIS & WALLIS



THE Toys & Models auction, held by Wallis & Wallis on 14th March offered up what is thought to be a pre-production Corgi Toys No 468 Routemaster Bus. In red London Transport livery, of course, including the grille and lights (although one of these is missing), with "OUTSPAN" transfers applied to both sides of the upper deck, grey dividing line between lower and upper deck, "London Bridge" destination board to front (worn), unriveted base, with black tape applied, "B/RM 1121" Dymo tape label added, cream interior and no conductor or driver, dished spun metal wheels. The model itself was described as being in good to very good condition and sold for £50.

The next Toys & Models sale at Wallis & Wallis is on 20th June. For more details, get in touch via email at info@wallisandwallis.co.uk, or by telephone on **01273 480208**. ■

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ebay WATCH



DATE: 9th April 2023
TITLE: Matchbox Superfast Rolls-Royce Silver Shadow China Issue
SOLD FOR: £470.00
BIDS: 31

A rare and hard-to-find version of the Matchbox Superfast Rolls-Royce Silver Shadow, made in China for the Chinese market in the 1990s. Finished in black throughout, with chrome-effect grille and bumpers, plus a black-painted baseplate and grey plastic interior, the model is 100% original, complete and generally mint (there is some roughness to the factory paint finish mainly to the bonnet/hood). The model is loose (unboxed).



DATE: 17th March 2023
TITLE: Dinky Toys No 135 Triumph 2000 promotional model
SOLD FOR: £415.00
BIDS: 32

From the seller's late grandfather's collection of Dinky Toys purchased from the UK, South Africa and Canada. This is a promotional dealership model of the Dinky Toys No 135 Triumph 2000, in black with pale avocado green roof. In good condition with some small paint chips and dirt marks. Red interior with cream steering wheel, spun hubs and sprung suspension. Opening bonnet and boot. Comes in its original waxed rough card box.



DATE: 19th March 2023
TITLE: 9x Tesco Matchbox value packs with 3 models each
SOLD FOR: £511.15
BIDS: 39

A bumper collection of nine Matchbox Tesco Value Packs, with three models in each, with the packs unfolding to make a service station. The contents of all packs are different and date from the later stages of the Lesney era. Packs are unopened and vehicles unused, therefore all assumed to be in mint condition. The outer cartons show slight damage to some box corners due to storage, but are virtually in mint condition.

PriceGuide

52
AUCTION
PRICES
LISTED



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

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▲ **Corgi Toys GS23 "Chipperfield Circus" Gift Set (1st issue)** comprises Scammell 6-Wheeled Crane Truck, Smith's Karrier Mobile Booking Office, Land Rover with tinplate canopy, elephant cage on trailer, brown cage with grey elephant and animal cage, with some loose Polar Bear & Lion figure, spun hubs, unapplied decas sheet. Excellent plus to near mint, in excellent, inner polystyrene tray with excellent, carded base in good plus to excellent blue and yellow lift off lid with inner packing car. **£520, Vectis Auctions, March.**



▲ **Corgi Toys No 470 Trade Pack of 6x Forward Control Jeep FC150 with detachable hood** including blue and yellow carded boxes, near mint outer shrink wrap. **£500, Vectis Auctions, March.**



▲ **Dinky Toys No 724 Sea King Helicopter** white, blue, mid-blue plastic rotor and blades, white Apollo space capsule, with unapplied decal sheet. Near mint on near mint inner pictorial stand, including "Mr Retailer" card, in excellent plus yellow and red carded box with detailed picture. **£120, Vectis Auctions, March.**



▲ **Dinky Toys No 297 Police Vehicles Gift Set** comprising Ford Zodiac, Mini and Ford Transit "Police Accident Unit", cast spun hubs, with Policeman driver figure, 2x signs and 4x cones. Excellent to excellent plus, on excellent inner pictorial stand is Excellent, in good outer carded picture box. **£280, Vectis Auctions, March.**



▲ **Dinky Toys No 100 "Thunderbirds" Lady Penelope's FAB 1** pink, including roof slides, gold interior with Parker & Lady Penelope figures, cast spun hubs, with missile & 3x harpoons. Excellent plus on good plus inner pictorial stand in good outer carded picture box. **£300, Vectis Auctions, March.**



▲ **Dinky Toys No 102 "Joe 90"** Joe's Car metallic aqua, white, chrome & red engine, off-white interior with figure. Excellent plus, on excellent inner pictorial stand with good plus polystyrene tray, in good outer carded picture box, with inner foam packaging and correct instruction leaflet. **£240, Vectis Auctions, March.**



▲ **Dinky Toys No 107 "Stripey" The Magic Mini** white with yellow, red and blue stripes, silver trim, red interior, chrome spun hubs, with "Candy, Andy and The Bearandas" figures. Good plus on excellent inner pictorial stand in good outer yellow and red carded box with detailed picture. **£340, Vectis Auctions, March.**



▲ **Corgi Juniors Mothercare Cartoon Characters 5-piece Gift Set** containing Popeye, Olive Oyl, Tom and Jerry, and Woody Wood Pecker vehicles. Near mint to mint in good plus inner plastic tray in fair outer carded cartoon window box. **£200, Vectis Auctions, March.**



▲ **Corgi Major Toys No 1126 Ecurie Ecosse Commer Racing Car Transporter** dark blue with yellow lettering. Very good in very good box box, with original internal packing piece and instruction sheet. **£95, British Toy Auctions, March.**



▲ **Corgi Toys No 151 Lotus Mark Eleven Le Mans Racing Car** silver shows, with red seats and front air intake, blue-tinted window surround and racing number 3. Very good in good box. **£40, British Toy Auctions, March.**



▲ **Corgi Juniors No 3082 James Bond 5-piece Gift Set** comprising Jaws van, Aston Martin DB5, Lotus Esprit, Moonraker Space Shuttle, and Drax helicopter. Excellent to mint in excellent original plastic sliding tray window box. **£190, British Toy Auctions, March.**



▲ **Corgi No 12 Glider and Trailer Gift Set** white Honda Prelude with green side stripes, with white and red glider with trailer, both with green stripes and the number 24. Very good to excellent in good original window display box. **£28, British Toy Auctions, March.**



▲ **Corgi Major Toys No 1111 Massey Ferguson '780' Combine Harvester** red with red plastic wheels, yellow plastic tines, but missing its driver. Excellent, in very good blue and yellow lift off lid box with original inner packaging piece. **£35, British Toy Auctions, March.**



▲ **Matchbox Regular Wheels No 46b Guy Pickford's Removal Van** 2-line promotional issue, dark blue detailed body with silver trim, gloss black base and grey plastic wheels. Very good in good to very good 'D Type' box. **£130, Excalibur Auctions, March.**



▲ **Matchbox Regular Wheels No 66b Harley Davidson Motorcycle & Sidecar** metallic copper body & base, wire wheels. Very good in good to very good 'D Type' box. **£65, Excalibur Auctions, March.**



▲ **Matchbox Regular Wheels No 36b Lambretta TV175 Scooter & Sidecar** darker shade metallic silver-green with black plastic wheels. Very good in good to very good 'D Type' box. **£70, Excalibur Auctions, March.**



▲ **Matchbox Regular Wheels No 52a 1948 Maserati 4CLT Racing Car** lemon yellow body with racing number 52 decals, white type B driver, gloss black base and wire wheels with black tyres. Very good in good 'D Type' box. **£70, Excalibur Auctions, March.**



▲ **Dinky Toys No 480 Bedford Van 'Kodak'** yellow with red ridge wheels. Good to very good in good plain box. **£50, Excalibur Auctions, March.**



▲ **Dinky Toys No 481 Bedford Van 'Ovaltine'** blue with blue ridge wheels. Very good in good box. **£65, Excalibur Auctions, March.**



▲ **Dinky Toys No 107 Sunbeam Alpine Sports Car** cerise body, grey interior, with racing number 34 to doors and boot. Good to very good in good correct colour spot box. **£80, Excalibur Auctions, March.**



▲ **Dinky Toys No 172 Studebaker Land Cruiser** mid-blue, silver trim, mid-tan ridged hubs. Very good in good correct colour spot box. **£75, Excalibur Auctions, March.**



▲ **Dinky Toys No 162 Ford Zephyr Saloon** two-tone cream and green. Good in good box. **£85, Excalibur Auctions, March.**



▲ **Dinky Toys No 108 M.G. Midget Sports car** red with red hubs and racing number 24. Good to very good in good correct colour spot box. **£55, Excalibur Auctions, March.**



▲ **Dinky Toys No 132 Packard Convertible** light tan body, red interior and ridged hubs. Good to very good in good box. **£75, Excalibur Auctions, March.**



▲ **Dinky Toys No 110 Aston Martin DB3S** mid-green with red hubs. Very good in good correct colour spot box. **£95, Excalibur Auctions, March.**



▲ **Dinky Toys No 109 Austin Healey '100' Sports** yellow/blue interior, blue hubs, racing number 21. good to very good in fair to good correct colour spot box. **£80, Excalibur Auctions, March.**



▲ **Dinky Toys No 141 Vauxhall Victor Estate** yellow with chrome spun hubs. Good to very good in good box. **£75, Excalibur Auctions, March.**



▲ **Corgi Toys No 252 Rover 2000** steel blue with silver trim and chrome spun hubs. Very good to excellent in good to very good box. **£80, Excalibur Auctions, March.**



▲ **Morestone Double Decker Bus 'Esso Finest Petrol in the World'** red, including hubs, silver radiator and headlights. Good to very good in good box. **£40, Excalibur Auctions, March.**



▲ **Dinky Supertoys No 918 Guy 'Ever Ready Batteries for Life' Van** 2nd type cab, dark blue with dark red Supertoys hubs. Very good in good striped box. **£190, Excalibur Auctions, March.**



▲ **Dinky Supertoys No 923 Big Bedford 'Heinz 57 Varieties' Baked Beans Van** red cab and chassis, yellow back. Good to very good in poor plain striped box. **£55, Excalibur Auctions, March.**



▲ **Dinky Supertoys No 981 (581) British Railways Horse Box** maroon with maroon hubs. Good to very good in good to very good striped dual-numbered box with two packing pieces. **£60, Excalibur Auctions, March.**



▲ **Corgi Toys No 468 London Transport Routemaster Bus** in red livery, including grille, with OUTSPAN transfers to the sides of the upper deck, grey dividing line between decks, unriveted base, with black tape applied, 'B/RM 1121' added, cream interior and no conductor or driver, dished spun metal wheels and tyres, believed to be a factory pre production sample. Good to very good in excellent box. **£50, Wallis & Wallis, March.**



▲ **Corgi Toys No 464 Commer Police Van** dark metallic green with 'County Police' to sides and battery powered roof light. Very good in fair box. **£60, Wallis & Wallis, March.**



▲ **Corgi Toys No 462 Commer Van** promotional issue Finished all over in grey with silver detailing. Excellent in good to excellent unnumbered box. **£300, Tennants Auctioneers, April.**



▲ **Dinky Toys (Pre-War) No 24e Super Streamlined Saloon** green and blue, with blue hubs. Good to excellent, unboxed. **£1100, Tennants Auctioneers, April.**



▲ **Dinky Toys (Pre-War) No 25e Tanker** red and black, with tinplate radiator. Good, unboxed. **£220, Tennants Auctioneers, April.**



▲ **Dinky Toys (Pre-War) No 30a Chrysler Airflow** turquoise, with black hubs. Good to excellent, unboxed. **£350, Tennants Auctioneers, April.**



▲ **Dinky Toys (Pre-War) No 36e Two Seater Salmson** yellow and blue. Good to excellent, unboxed. **£950, Tennants Auctioneers, April.**



▲ **Chad Valley New Fordson Major Tractor** blue with red wheels. Good to excellent in fair to good box. **£200, Tennants Auctioneers, April.**



▲ **Corgi Toys Gift Set 10 Marlin Rambler with Ottersport Kayak** blue and white with matching camping trailer, complete with figure and kayak, but missing paddle. Excellent in good to excellent box, including inner display plinth. **£150, Tennants Auctioneers, April.**



▲ **Corgi Toys No 336 James Bond Toyota 2000GT** white, with instructions, lapel badge and four missiles. Excellent in excellent box, with inner display plinth. **£150, Tennants Auctioneers, April.**



▲ **Dinky Toys No 100 Lady Penelope's FAB1** pink with with missile and four harpoons, but lacks bonnet mascot. Good to excellent in fair to good display box. **£70, Tennants Auctioneers, April.**



▲ **Matchbox Models of Yesteryear Y-1 1911 Ford Model T Car** colour trial model - red body & chassis, orange textured roof, black seats and grille, black plastic steering wheel, brass 12-spoke wheels, red painted windscreen and single brake lever. Excellent plus, unboxed. **£80, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-9 Leyland Cub Fire Engine** late colour trial model - light metallic blue body with trial decals, brown textured roof, Macau riveted base, gold parts and wheels, with extending ladder on wheels, darker brown plastics with silver trim. Near mint, unboxed. **£160, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-3 1912 Ford Model T Tanker** colour trial model - dark green body, black Lesney England chassis without Y-12 cast, gold ridged cab roof, red tank with "BP" without shadow, black seat, gold parts, red 12-spoke wheels. Excellent plus, unboxed. **£25, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-4 1930 Duesenberg Model J Town Car** colour trial model - bright metallic green body and chassis with cream side and rear body panels with Y-4 cast to bumpers, black seats and hood, chrome parts, chrome 24-spoke wheels with whitewall tyres. Excellent plus, unboxed. **£70, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-4 1930 Duesenberg Model J Town Car** colour trial model - mid-brown body with dark brown chassis, Y-4 cast to bumpers, dark brown seats and hood, chrome parts and chrome 24-spoke wheels with whitewall tyres. Near mint, unboxed. **£80, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-6 1932 Mercedes Benz L5 Lorry** pre-production colour trial model - green body and chassis, yellow cab roof and steps, screwed Macau baseplate, black front wheels, yellow rear, green plastic grille, steering wheel and rear frame with yellow plastic canopy. Near mint, unboxed. **£100, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-9 1912 Simplex late R & D Department** colour trial model - maroon body, yellow seats and grille, black textured hood, gold 24-spoke wheels with brass axles and with riveted base. Near mint, unboxed. **£100, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-9 1936 Leyland Cub Fire Engine** late colour trial model - red body, smooth plastic roof (standard is black textured), Macau riveted base and with gold baseplate and parts, with extending ladder on wheels. Near mint, unboxed. **£100, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-9 1936 Leyland Cub Fire Engine** late colour trial model - black body with trial decals, brown textured roof, Macau riveted base, gold parts and wheels complete with extending ladder on wheels, very dark brown plastics with silver trim. Near mint, unboxed. **£160, Vectis Auctions, March.**



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TOYFAIR TIMES

FAIRS

7 MAY

- **Rayleigh**, SRP Toy Fairs, 07739 998012
- **Coventry**, BP Fairs, 01604 846688 or 07966 527177
- **Haydock Park**, Tony Oakes, 01270 652773 or 07825 631323

14 MAY

- **Kempton**, RM Toys, 07957 823507
- **Lincolnshire**, J&J Fairs, 01522 880383
- **Walsall Wood**, Transtar Promotions, 01922 643385
- **Shepton Mallet**, Bulldog Fairs, 07379 578083

16 MAY

- **Elsecar**, Newcomen Fairs, 01226 744425

20 MAY

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

21 MAY

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

- **Kidderminster**, Tony Oakes, 01270 652773 or 07825 631323
- **Rickmansworth**, Maidenhead Static, 07462 226837

25 MAY

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

28 MAY

- **Oxford**, Richard Atkins Toy Fairs, 01869 347489
- **Ditton**, SRP Toy Fairs, 07739 998012

30 MAY

- **Garstang**, Kevin Wright 07908 494097

AUCTIONS

3 MAY

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

4 MAY

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

9 MAY

- **Online**, Vectis, 01642 750616

10 MAY

- **Online**, Vectis, 01642 750616

15 MAY

- **Online**, UK Toy & Model Auctions, 01270 652773 or 07892 870729

16 MAY

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

18 MAY

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

23 MAY

- **Online**, Vectis, 01642 750616

25 MAY

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

27 MAY

- **Kings Langley**, Excalibur Auctions, 020 3633 0913

30 MAY

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THE CORGI MODEL PRICE GUIDE

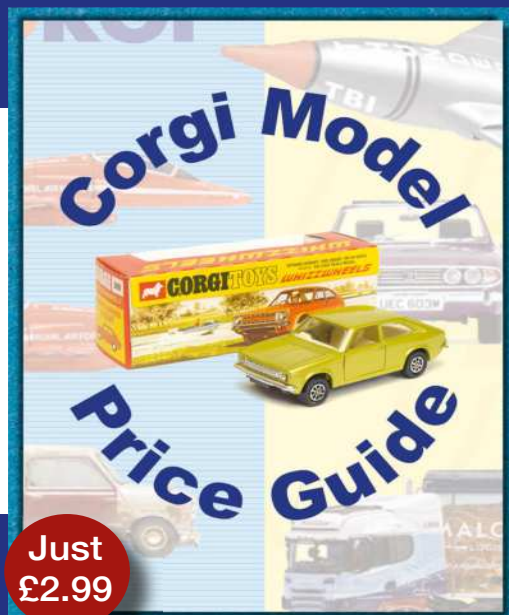
Dedicated to one of the biggest influences in toy and collecting trends worldwide

Appealing to collectors and enthusiasts of all ages, this guide charts the early years from the days of Mettoy to the launch of Corgi Toys.

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Chevrolet Corvair Monza

Andrew Ralston finds a stylish number from Israel.

The Chevrolet Corvair, powered by a rear-mounted air-cooled engine, was General Motors' response to the growing popularity of the VW Beetle in the USA. The Corvair range was in production between 1960 and 1969 in spite of being condemned, rightly or wrongly, by consumer protection campaigner Ralph Nader as being 'unsafe at any speed'. Nevertheless, the Corvair Monza coupe helped drive up sales by giving the car a sportier image – as one automotive historian has put it, the Monza turned Chevrolet's unorthodox sixties import-fighter into a performance-minded compact.

Most contemporary Corvair models by makers such as French Dinky, Corgi and Lone Star are based on the four-door sedan, but the two pictured here are two-door Monza coupes. The red and black car represents the first generation of Corvair styling and was produced by Dinky in 1965. This was one of a range of six American cars (the others being a Buick Riviera, Chevrolet Impala, Oldsmobile Dynamic 88, Ford Thunderbird and Rambler Classic Station Wagon) produced primarily for the North American market. To cut costs, manufacture was sub-contracted to Hong Kong. They don't have the 'feel' of a British Dinky of that period, being heavier and larger, and the choice of 1/42 scale has led to speculation that they were originally intended to be part of Tri-ang's Spot-on range, for which the writing was inevitably on the wall after Tri-ang took over Meccano in 1964. Seen at the time as not being quite 'proper' Dinkys (even in the opinion of Chris Jelley of the *Meccano Magazine*) they are highly collectable now.

The lighter body casting and plated plastic chassis of the second-generation 1966 Corvair Monza by Sabra, of Israel, give it a less solid feel than the Dinky. The Sabra range was the successor to the earlier Israeli Gamda toys, many of which were made using redundant tooling from smaller UK diecast manufacturers such as the River Series and Kemlows. The Sabras – marketed in the US as Detroit Seniors – marked an advance on these, being made from new tooling and often fitted with opening parts. Distributed by the large US toy distributor Cragstan, the Sabra range is significant in diecast history as it provides a good overview of US cars of the late sixties, at a time when Dinky and Corgi were losing interest in these and



▲ Dinky (left) is a 1964 Corvair Monza, while the Sabra (right) represents the later 1966 shape.



▲ Rear engine compartment opens on the Dinky whereas the Sabra has opening side doors.



▲ Sabra models are a rather tight fit in their plastic boxes.

favouring exotic machinery like Lamborghinis and Ferraris instead.

Though there were only some two dozen basic Sabra models, the inventory was greatly expanded with police, taxi and local Israeli liveries – and even some with Hippy 'flower power' decals. The two-door Corvair did not lend itself to different finishes, but a number of colour variations are known to exist. Green is probably the most common, but the car can also be found in metallic green, olive green, red or gold. Initially fitted with simple but effective plain silver hubs, towards the end of production the Corvair followed the inevitable pattern seen with so many other manufacturers and acquired Hot Wheels-style wheels.

Sabras were supplied in Perspex boxes with the car held in place by an awkward plastic mounting with a petrol pump at one end – a method which unfortunately secures the model so tightly that it often damages the paintwork. Although they sold well, the Sabra models did not continue beyond the mid-seventies as the parent company, an Israeli industrial giant called Koor Industries, had many other more profitable ventures than toymaking.

As with so many other diecast toys, Sabras were once neglected but prices have been steadily rising recently and the range is particularly popular with collectors in America and Israel. **DC**

Dear Editor...

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



A FRENZY OF FIATS

AFTER months of putting up cabinets and moving others about, I have finally, sort of, got my 'model room' organised. It all started after finding two superb hand-built cabinets in a local charity shop, buying them first then deciding how they're going to fit into the room! Luckily I have an understanding wife who encourages me not only to buy more cabinets, but also in buying more models to fill them. As I was moving models about to fit, then trying to decide what goes where and whether to put certain ones in groups, etc., I came to the conclusion that I really had too many (how many models are too many?) as I was finding ones I'd forgotten I had. I said to my wife years ago that as soon as I was that man at the toyfair checking a notebook as to whether he had a certain model or not then that's too many and I'm almost at that stage. The thing is, as you know, this wonderful hobby is also an addiction for which there is no cure, which is why we're off to Sandown Park soon, where I'm sure I'll come away with a few new Fiats, especially if my friend Patrick Trench has something for me, which he usually does! Anyway I just thought you'd like to see some of the collection now that I have at last got it in some sort of order at last! And yes, apart from the odd few, they are all Fiats!

Kevin Brock, Isle of Wight

ED That is all looking incredibly organised! I wish I could achieve this level of order in my collection. And I think you've described a fair few of us above, particularly the bit about forgetting models that I'd bought. I do that mostly with my Matchbox Superfast, where I'm trying to collect as many variations as I go along for the future book. It arrives, I get all excited as I open the box, go to place it in my reasonably organised Superfast storage cabinets (that's about as far as my collecting organising skills go), only to find that I already have that one, bought a while back! This is where I need that notebook at hand at all times, even when surfing ebay late at night.

TO DISPLAY (WITH CASES) OR NOT TO DISPLAY

HOW should diecast models, such as 1/76 scale, 1/43, etc., be displayed if they are boxed (clear windows) but I have a wooden/glass shelved display case? Should I leave them in their boxes and put them in the display case? Remove the boxes and put them in display case? Display unboxed models in the display case and boxed models on an empty shelf? Is there such thing as display etiquette?

Kevin Wright, Hitchin

ED Hi Kevin, intriguing questions! This is sure to provoke some interesting discussion amongst the readers, but for my personal take, I go for a mix of these options – there are no correct answers though, it's all down to personal preference, I feel. I have a combination of glass-fronted cabinets and open-fronted shelving. But I rarely keep the models in their cases, apart from any vintage Corgi or Dinky models – if I have the original boxes, they definitely go on display too, as they are part of the charm of the older diecasts in my mind and are very visually pleasing. It really is up to you, and how much dusting you like to do!

MAESTROS AND MONTEGOS



WITH reference to the recent thread of interest in 1980s British cars, there is always the recent 1/43 scale partwork Montego. It's the first model I've ever seen of an Austin Montego – from a Greek partwork ("Unforgettable Cars of Greece") – nice model, LHD, plain 1.3 trim, some neat details. There are a fair few on ebay just now at £25+. Straightforward but likeable model – no sign since then of Ixo/Altaya reusing the casting for other versions, but they probably should.

David Lynn, Glasgow

ED That is a neat model indeed. I've just looked on ebay too and there's one in particular that I'm keeping an eye on – I might just have to take the plunge! Thanks for the reminder.

MORE PROBLEMS WITH WINDOWS

I'VE a further comment on Brian Gower's *Problem with windows* article at the end of May's *Diecast Collector*. Two manufacturers at least, Corgi and Bburago (there are probably others), when producing a model with opening passenger doors have only the lower part opening as demonstrated on the included photo of a Corgi Metro. The 'window frame' stays with the car rather than opening as part of the door. This is no doubt a combination of a desire to keep down costs and to give the model a better appearance than that of the Dinky Toys Jensen FF that Brian featured. It does, however, result in the incongruity of only part of the door opening, not all of it. We do, however, in considering these issues have to remember that the models were primarily intended to be toys, not collectors' items. Nevertheless to me this does seem a somewhat strange way of doing things.

John Harrison, Loughton

ED A very good question, John. I think you've hit the nail on the head here, because I think we do sometimes lose sight of the fact that these were primarily toys that were meant to withstand the rough and tumble of heavy use and playbox storage. Strangely, despite both one of my best mates and I both owning Metros, the lack of a window frame on the Corgi model never occurred to me! I just enjoyed it for what it was. On the subject of the Dinky Jensen, I still have one of these today in Dinky Kits form and, again, the heavy window frame has never bothered me – it is what it is, a vintage toy that, to me, is still a very pleasing model to own.



VINTAGE HOT WHEELS, SUPER BOSS TRUCKS, AND DRAGSTERS

I was absolutely gobsmacked after reading the magazine's news item regarding the recent sale of two Hot Wheels 6220 Redline Custom VW Bugs (as featured in *Auction News*, February 2023 issue). Considering their conditions, and without the original late sixties blister pack, I'm wondering how much my example would be worth as I still have the original metal lapel pin badge. I have other pin badges with cars from the very early days of the Hot Wheels brand. Although my example is without the sunroof I think it's in pretty good condition given its age. Wish I still had the original blister packaging with it too but when you're 7 years of age, all you wanted to do was rip open the packaging and start racing.

Having read Mike Pigott's feature about Tyrone Malone's Super Boss drag truck in the April issue, and the release of models produced by Matchbox, prompted me to find my unbuilt AMT model kit of the same truck. Issued in September 1978, this 1/25th scale model kit was quite popular with model makers Stateside, especially with AMT's extensive truck range, in so much that when Matchbox acquired AMT in the early eighties, the 'Super Boss' and its hauler 'Pa-Pa' Truck Transporter was added to the British/European version of Lesney's catalogue.

Furthermore, as a returnee to the publication, has the magazine featured any articles related to Corgi's Dragster series, which, back in the day, was all the rage in the early seventies with drag racing fans like me, and are still very collectable today with the modern era of nostalgic drag racing. As a drag racing fan and collector myself, and given how quickly these examples are snapped up with or without the box on ebay, it would be fascinating to read how these diecast replicas came about, some of which were based on real quarter mile race machinery.

Jerry Cookson, email

ED Wow, your Beetle seems to be in better condition than the two we highlighted and without the sunroof, definitely falls into the rarer category – are you tempted to test the water and possibly part with it? That's a neat truck kit you have there too, it always amazes me how kits have survived unmade (I have a pretty large collection of vintage and unmade Airfix kits – mainly civil airliners from my old planespotting days as a youngster). As for the Corgi dragsters, that's an article I've been trying to put together for a while now as I have a few of the Corgi offerings from the early 1970s. I also remember having (and playing a lot with) one of the Dinkys too, the one with the button box that could be attached to the dragster to fire it across the floor (No 370). So, there hasn't been a dragster article recently, but there might be soon!



WHY IS THERE A WINDOW PROBLEM?

IN Brian Gower's *Last Word* section of the May 2023 issue, I was intrigued to read about the problems with the windows on the Jensen car model, also from a nostalgic point of view. Back in the sixties/early seventies I was with a small family business and we were main Dealers for supplying Jensen cars as well as several other franchises. One year we sold over 52 of these cars, more than any other dealer in the UK, mostly the Interceptor model over the FF version that cost £2,000 more, the extra being for the four-wheel-drive - a very strange car to drive as it was a very early FWD system. At the time, we were dealing with Jensen Cars of West Bromwich, an American by the name of a Mr Carl Duer was running the company and one day invited our management to have a tour of his factory. In a rather roundabout way, this brings me to the point of the window frames, in that a car such as this was always known as a bastard car, because it was made up of many components from other automotive companies, such as body panels being pressed out in Portugal then imported. That all said, it was an amazing experience going round the factory and witnessing the standard of hand crafting going on in all the departments, it was virtually a handmade car. Now all this attention to detail makes me wonder why the model manufacturers could not get this area spot on? Surely they would have worked to detailed plans from the factory, which I would have thought existed, or am I expecting too much?

Donald Hawkins, email

ED Very interesting observations, Donald. And, wow, what an experience that must have been. I think many of us would have enjoyed that too. To answer your question, the major manufacturers at the time would have indeed had access to drawings and even seeing the vehicles first hand and taking measurements. But I think the answer lies in John Harrison's letter – these were meant to be toys and had to last the day-to-day use by enthusiastic youngsters. Brian's Oxford Diecast example was created for a different market, obviously, and was created with the help of modern 3D scanning equipment too. I think this would make the excellent basis of a "Then & Now" series of articles, comparing vintage diecasts with their modern counterparts!



ANY CHANCE OF A SALOON?

THE 'Wishful Thinking' letter in the May edition of *Diecast Collector* struck a chord with me regarding 'normal road cars'. Over the years I have owned several Ford saloons, and have always been on the look-out for models of Escorts. In all that time, I have never come across a model of a Zetec or Ghia. Yes, there are plenty of models of Escorts, but each time I pick up my magazine, what do I find? All examples are two-door, and have such titles as XR3i, RS 1600, RS 1600 Sport, RS 1800, RS 2000, RS Cosworth, RS Mexico, and RS Turbo. Many of them have spoilers and come in rally driving colours. At the demise of the Escort I switched to the Focus, again a family saloon. Here the situation improved. Well, I have been able to find ONE model that more or less looks like a car I have driven. This is the Paul's Model Art MINICHAMPS Ford Focus 1998. Despairing of ever finding models of cars I have owned, I asked a friend who is an expert model maker to customise diecasts for me, working from photographs I sent him. The results are mostly satisfactory, including the actual number plates and other minor details, but there's no getting away from the fact these are two-door models. Is the reason for this that the manufacturers think run-of-the-mill models will not sell or they're not a sufficient challenge to manufacture?

Ron Abbott, email

ED A very good point, Ron. There seems to be a school of thought that deems the high-end, sporty versions more likely to sell, given their perceived rarity and the nostalgic aspirations of many. Like you, I have owned several 'more sensible' cars over the years and am similarly frustrated at having to 'make do'. The same goes for many of the cars that my parents owned that I would like to collect. They just aren't around. Any that might crop up as partworks specials tend to be left-hand-drive as these are mostly made for sales on the Continent. At the end of the day, it all comes down to economic pressures, especially at the moment – new tooling is expensive and the risk of a what might be considered a 'less-exciting' subject not selling well enough to justify the costs is enough to put most manufacturers off, I'm afraid.

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The culprit identified

Stephen Paul Hardy points his finger at a threat to our collections from temperature fluctuations, exposure to light and material degeneration.



▲ Stephen Paul Hardy.

My admission in *Takin' Vantage* (page 19 last month) that I always wear white cotton gloves to handle models whilst doing photoshoots, as a matter of course, prompted some banter and raised eyebrows amongst some of my friends and acquaintances. A situation exacerbated when it became known my last pair came from a National Trust Gift Shop packaged as Butler's Cotton Gloves. So why wear them?

Well as the butler (and his staff) knew – as did we when, as kids, we were press-ganged into polishing the family brass candlesticks – bare fingers leave traces. These on polished metals in particular fairly quickly start the tarnishing process. Worse than that those trace deposits react with all other surfaces as I found out when the good quality satin black finish of some (expensive) feature light switch surround plates started to soften and then rub off of the underlying brass as result of regular finger printing.

Fingerprint identification in forensic investigation is

the stuff at the core of crime novels, films and serious detection work, even in the age of DNA science. The composition of the secretions we leave on anything we touch with our fingers is complex and fascinating – and damaging. I did wonder if taking that archivists approach with the cotton gloves was in fact a theorists over reaction until I noticed that after only three photoshoots my white gloves had started to yellow and needed washing to return them to a white that would do justice to the Persil adverts.

Even with such caution, I occasionally notice trace marks from my handling of manufacturers otherwise immaculate paintwork at which point out comes the Autoglym Aqua Wax dabbed onto a soft cotton cloth, carefully applied and then lightly buffed before the photography. Having said this, after reading increasing reports of glazing and trim fatigue on certain high end 1/18 sealed resin models (that are still arguably comparatively new), I wonder if fingerprint-induced deterioration is more relevant to the long term safeguarding of our diecast models. **DC**

NEXT MONTH

July 2023
Issue 309

Flying high with the Red Arrows

Examining the recent model offerings from Corgi of the famous flying team's iconic aircraft.



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

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A courtesy call

Brian Gower senses a disturbing presence.



One of the nice things about owning a Bentley, even an old one, is the courtesy car you get when your beloved T-Series goes in for a service. At least that is what Tony Crivelli was telling himself as the workshop manager was explaining the space-age controls and touch-screen of the Continental GT-V8-S that was to be his for two days. After five minutes of instructions he didn't understand, Tony said, "Please, Don, I just want it to go, stop and not hurt me."

Don nodded and told him all he needed to know, but added "Any problems, call me. Any time, Mr Crivelli. I know it's not what you're used to."

Tony gave a smile of gratitude. "It's not a Bentley. That's what I'm used to. You too, I suspect." Tony selected the safe-looking D on the gear-shift and the pearlescent white car slid out of the forecourt.

After his T-Series, the new Bentley felt too closed-in. It was comfortable enough and rock-steady, but the visibility was restricted and he had the unsettling feeling of being held too tight. Although he owned a shop, Tony still kept a stall going in Leather Lane, selling jewellery and moody watches. The watches were good value look-alikes of the kind that most people can't afford. Tony's customers could walk away from the market wearing a watch that had the weight and finish of a five grand piece, but the name on the face would say Rovex or Carlier or Onega. Tony could say they were good quality because they were. Just not at silly prices.

He was driving along the Fulham Road in the usual crawl when he noticed that his neck was getting stiff. There seemed to be cold air coming from behind him. He pulled into a side street and

▲ Corgi's model is perfect – the front lights, with the LED crescents, are a work of art.

► No CC57001 Bentley Continental, in Ghost White, was released in 2014.



looked for open vents, then checked the air-con, but it was off.

Later, having spent an hour chatting in his shop, Tony headed for home, back over the river towards Kingston Hill. Waiting at some lights on Roehampton Lane, he felt something cold and hard press into the side of his neck. He jerked round. Nothing there. He ran his hands over the head-rest. Nothing. He shrugged and rubbed his neck, pulling away quicker than he had intended as the lights turned green.

By the next morning, which was warm and sunny, he had forgotten about his neck and quite liked the look of the Continental as he walked towards it across the gravel drive. He got in – then got out again, his hand against his neck. Back indoors, he asked his wife if she needed her car. "There's something wrong with that Continental. I'm phoning the garage to come and get it. The key's on the hall table. Thanks," and then, as he left, "Don't go near it, Fran."

It was about a week later when Don phoned to ask if all was satisfactory with Tony's T-Series. Tony confirmed that it was fine. There was a pause, then Don said, "I thought you should know before you saw it in the papers. Max Ferris is dead. You knew him didn't you? Drove a dark blue Mulsanne. We've been overhauling the brakes. The car's still here."

"Hang on, why would it be in the papers, Don?" **DC**

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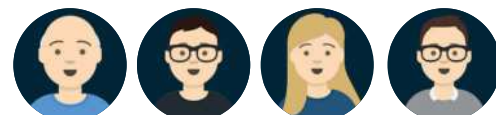
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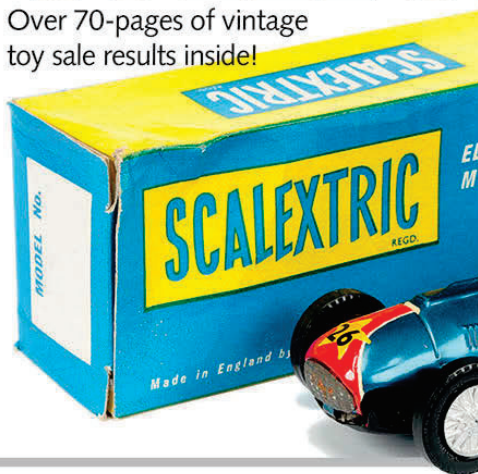
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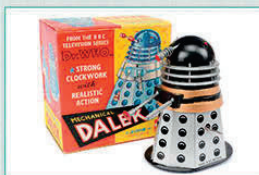


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