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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.

BRITISH CLASSICS FROM MATRIX

DUE to arrive at retailers in July, Matrix has confirmed a run of three fabulous British classic cars, all at 1/43 scale – 1975-1981 Jaguar XJ-S, 1967-1968 Triumph TR5 p.i. and 1963-1967 Riley Elf MkII. All will be limited editions, as is the norm with Matrix releases.

Just before we went to press, Mike Coupe, of Spa Croft Models

(www.spacraftmodels.co.uk), advised that he had heard that Matrix has announced two more colours in addition to the models pictured here – white on the Triumph TR5 and green on the Jaguar XJ-S.

For more information and to pre-order, contact your preferred Matrix Scale Models retailer. ■



Jaguar XJ-S 1975-1981 - red
REF: MX41001-201 SCALE: 1/43
PRICE: £TBA DUE: July



Jaguar XJ-S 1975-1981 - yellow
REF: MX41001-202 SCALE: 1/43
PRICE: £TBA DUE: July



Triumph TR5 p.i. 1967-1968 - red
REF: MX41902-041 SCALE: 1/43
PRICE: £TBA DUE: July



Triumph TR5 p.i. 1967-1968 - blue
REF: MX41902-042 SCALE: 1/43
PRICE: £TBA DUE: July



Riley Elf MkII 1963-1967 grey/grey
REF: MXMM430081 SCALE: 1/43
PRICE: £TBA DUE: July



Riley Elf MkII 1963-1967 blue/white
REF: MXMM430082 SCALE: 1/43
PRICE: £TBA DUE: July



NEW THE PROFESSIONALS CAPRI FROM CORGI GETS BRAND NEW WHEELS

FOLLOWING on from the huge success of the Escort RS2000 commissioned from Corgi, Tony Buller's next The Professionals model will be Bodie's Ford Capri 3.0S in a limited run of just 1,037 models (to tie in with Bodie's "37" call sign). Using Corgi's recent new tooling of the Ford Capri Mk3, Tony wanted to more accurately replicate the very wheels on the car used for the show, so has covered the tooling cost for these, and we think you'll agree that they look absolutely stunning and have definitely been worth the investment.

To find out more, and to pre-order this magnificent model, drop Tony an email at professionalmania@hotmail.com. ■

MAIDENHEAD STATIC MODEL CLUB AGM '23

BRITAINS Britain's oldest model collecting club, the Maidenhead Static Model Club, held its annual AGM in April. Although numbers attending, were down, a lively meeting covered the previous year's events and looked to the future for the club.

The Committee gave their reports introduced by the Chairman, Bob Collins. The treasurer Robert Newson reported that the finances were in a good state although membership was down. The Windsor Toy Fair had returned and had proved successful. The annual club Christmas model was a replica Spot-On Daimler Dart and it had been another bonus for members. The other reports confirmed that the Club was in reasonable health and hoped that we would find new members to enjoy the monthly meetings, displays and competitions.

The Committee were re-elected followed by the Trophy presentations. The Tony Gleave Trophy for exceptional effort on behalf of the club went to Ian Cook. The John Parker Trophy for the monthly competition winner on points was Robert Newson. The Anthony Armstrong Trophy was awarded to Brian Gatward for his help in sending the clubs models to the rest of the world. The Dave Robinson Trophy for participation in the Club night competitions was jointly awarded to Bob Collins and Adrian Levano.

Finally, there was the raffle of models that raises money for the club funds with a new model to be decided. The Chairman then closed the meeting and thanked everyone for their attendance. ■

Welcome

MATCHBOX RECREATES GOLD STATE COACH



MATCHBOX is crowning its 70th anniversary celebrations and the King's Coronation with a new Gold State Coach model. Marking King Charles III's Coronation, the legendary toy manufacturer is recreating the historic Gold State Coach model that enabled the creation of the Matchbox brand 70 years ago. It's an ideal way to commemorate, treasure and remember this moment in history.

Strictly made to order, the model of the Gold State Coach has been re-engineered at 1/64 scale. Seventy years ago, London-based diecasting business Lesney sold over one million examples of its 11.8cm Coronation Coach, produced to mark Queen Elizabeth II's accession to the throne. The sales success enabled Lesney to fund the launch of the newly conceived Matchbox brand.

"The original State Coach is a pivotal piece of Matchbox heritage, and crucial to the brand's destiny," comments Giles Chapman, author of *Britain's Toy Car Wars*. "Lesney's design genius Jack Odell already had a terrific reputation for accurate detail, but this gleaming horse-drawn vehicle – often used as a cake decoration at parties to celebrate Queen Elizabeth's coronation – opened his eyes to ultra-miniaturisation."

Available to order from **MattelCreations.com**, the 2023 Matchbox diecast set measures 23cm long and perfectly captures the majestic presence of the 261-year-old, four-tonne Gold State Coach. This specific coach has been a prominent feature in every Coronation since King George IV in 1821. ■

The future's so bright, I gotta wear shades. Allegedly. Well, so goes the song by Timbuk 3, of 1986 vintage. Remember that one?

But I hope I can be forgiven for that cheesy opener - it's a glorious day weather-wise, as I type this, and it finally feels like summer isn't too far away. Although a repeat of last summer's super heatwave I could do without.

It's just that it feels like the number of new models highlighted within these pages this month is a rather nice hint of things to come. Corgi, sticking to its recent trend of three announcements a year, has just unveiled its latest catalogue, with some excellent surprises, and Oxford Diecast has revealed its next batch too. And what a bumper crop it is coming to us from South Wales.

Couple this all with the latest batch of model reviews, plus the news of upcoming models opposite, and I think my earworm is definitely warranted. Let's face it, you're singing the tune in your head now too, aren't you?

Plus there's our super bright and cheery front cover, adorned by one of those Corgi surprises, a Wallace and Gromit Austin A35 Van in a suitably garish, cheese-based livery. All this colour and gaiety helps to lift the spirits.

Also on the cover, and a staple of the summer airshow scene, are The Red Arrows. The incredible displays by those talented pilots in their magnificent flying machines really does conjure up thoughts of sunny days with blue skies filled with the red, white and blue trails that they are so famous for.

With another packed issue in your hands, including all the usual favourites - auction news and results, a wide range of articles, news and events and a trip to a desert island - it really will feel like summer is so very nearly here. But, don't forget to pack the bucket and spade!



▲ Rick Wilson, Editor

WRITE TO THE EDITOR...

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

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NEXT UP FROM THE CORGI MODEL CLUB

THE next model in the Corgi Model Club collection, which should have begun to arrive with early subscribers by the time that you read this, is No 492 Volkswagen European Police Car. Featuring an opening bonnet and rear engine cover, just like the original Corgi Toys release, this is another great replica. Both opening features reveal some nice detail.

Also as per the original, the model features 'True Scale' steering, which is operated by turning the beacon on the roof of the car. Opting for the more common green and white version, with "POLIZEI" markings on either door, the model replicates the original's tan interior and its two occupants.

As ever, this latest model will be delivered to those who are up to date (i.e. those who last received No 324 Marcos 1800 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. ■



**LARGE-SCALE
BRITISH CLASSICS
COMING SOON FROM
CULT SCALE MODELS**

CULT SCALE MODELS

has already built up an impressive back catalogue of splendid British classic cars. It's resincast replicas are very fine models indeed, oozing with detail and accuracy. Just announced, and due to arrive during the summer, are another eight models to add to the collection - 1966 Jensen Interceptor S1 in metallic green or metallic brown, 1971-1979 Austin Maxi 1750 in Brooklands Green, Carmine Red or Sand Glow, and 1969-1977 Triumph 2500 Ti in white, dark green or pale blue. For wholesale enquiries, contact John Ayrey Die-casts (www.ayrey.co.uk), or contact your preferred retailer for more information and to place an order.



FORD'S MIGHTY SUPERVANS



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.

The original Supervan (1971) was conceived for promotional purposes for the Transit Mk1 towards the end of its production run. Built on a Ford GT40 chassis, with the low-slung racer's 400bhp V8 mid-mounted, it featured a Transit van bodyshell on top, and it was claimed it could reach 150mph.

Supervan 2 (1984) was fitted with a fibreglass bodyshell depicting the basic shape of the Ford Transit Mk2. This time the chassis was another Le Mans car - the 1982 Group C Ford C100 complete with the same Cosworth DFL competition engine raced at Le Mans in 1982 by the factory team and then in 1983 by privateers. Tests at Silverstone reported that Supervan 2 achieved 174mph.

Ten years later, Supervan 3 appeared, based on the facelifted Transit Mk3, but at a slightly reduced scale. The engine was the Formula 1 Cosworth HB unit, a 3.5-litre atmospheric V8.

In 2022, Ford unveiled the fourth version - the first electrified chapter in the legendary Supervan series - the Ford Pro Electric SuperVan, at the 2022 Goodwood Festival of Speed. Four electric motors, a 50 kWh liquid-cooled battery and a bespoke control system will produce approximately 2,000 PS for sub two-second 0-100 km/h acceleration. Built on purpose-built, track-ready chassis, it features components from the E-Transit Custom 1 - the first fully electric version of Europe's best-selling van. These four models, whether purchased individually or together, will certainly make for an impressive display. Contact your preferred Schuco retailer for more information and to place a pre-order. ■

FORMULA 1 NEWBIES ARE ON THE STARTING GRID FROM BBURAGO

THE 2022 season Formula 1 racing cars from Bburago are here and ready to race! With licences from five of the very top teams (with new announcements reported to be due very soon), Bburago's excellent replicas represent superb value. With both Ferrari entries available at 1/18 scale, all five teams (Ferrari, Red Bull, McLaren, Mercedes and Alfa Romeo) can be found in 1/43 scale, with both cars for each team released. And further to the announcement at Nuremberg (see April 2023 issue), these will soon be available at the growing diecast scale of 1/24. For wholesale enquiries, contact One For Fun (www.oneforfun.com), or contact your preferred retailer for more information and to place an order.

A PERFECT PAIR OF SINGERS FROM KK SCALE

DUE to arrive in the UK during July are two exquisite, special-version 'Singer' Porsche 911 Targas in 1/18 scale resincast. To be released in metallic dark green with a brown interior (KK180473) and metallic dark gold with a black interior (KK180474), both models are beautifully replicated and feature an astonishing level of detail, as well as a sublime finish throughout. Priced at just £107.99 each, these represent excellent value - a must for any classic Porsche 911 enthusiast. For wholesale enquiries, contact Cleveland's Diecast (www.clevelandsdiecast.co.uk), or contact your preferred retailer for more information and to place an order.

CHICAGO TOY SHOW HITS 50

THE Chicago Toy Show, one of the best-known and biggest in the world since its inception, marks its 50th year in 2023. Held at the Kane County fairgrounds in St Charles, around 30 miles west of the city, it's a massive event, filling seven halls and pavilions of the fairground complex. Recently, a third annual show has been added in July. Traditionally scheduled for the fourth Sunday of the relevant month, this year's dates are 23rd April, 23rd July and 22nd October.

The show has retained its position as one of the majors on the calendar by recognising changing fashions in collecting and adapting to cater for these, resulting in a larger number of character figures on offer alongside the more traditional diecast models, toys and dolls. There is always plenty for everyone, and regular readers will have seen Charles Barnett's occasional articles covering past events, most recently that from October last year.

If by chance you're planning a trip to the American Midwest in late July or October, it's well worth considering adding this show to your itinerary. You won't be disappointed. More details from www.chicagotoyshow.com. ■

WHANGANUI TOY FAIR

JUST as we closed for press, the popular annual Whanganui Toy Fair was taking place in New Zealand. Regular *Diecast Collector* contributor, Christopher Moor was there. A full report will appear in the August issue.

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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.



THIS CLASSIC SWEDE BY WHITEBOX TAKES US RIGHT BACK TO THE EARLY SEVENTIES

1/24 scale

WHITEBOX

1970 Saab 96 V4 - black

PRICE: £30.99 REF NO: WHI 124051

www.ayrey.co.uk

SAAB'S 96 was introduced in 1960 as a replacement for its then four-year-old 93. With styling clearly reminiscent of Sixten Sason's beautifully-penned lines on its predecessor, the 96, again styled by Sason, at first glance appeared to be an evolution, but it was so much more than that.

The 96 features aerodynamic two-door bodywork and four passenger seats. Initially fitted with a two-stroke, three-cylinder engine, a more powerful four-stroke V4 came along later.

Compared with its predecessor, the 96 featured greater and more easily accessible storage space, and a larger rear window. The front end was lengthened for 1965 models onwards, in preparation for the new engine, and the radiator was placed ahead of the engine. Both front and rear windows were enlarged slightly for the 1968 models onwards. Production continued until early 1980.

The 96 achieved quite a bit of success in international rallying, particularly in the hands of

Erik Carlsson, and then later with the V4 version, when Stig Blomqvist or Per Eklund were behind the wheel.

This wonderful replica from Whitebox, at 1/24, which is a really fast-growing scale in terms of both popularity and models becoming available, is a real treat, and a proper bargain at this price point. The gorgeous, curvaceous lines of the 96 have been perfectly captured here and the trim and badging is really excellent.

Modelled at exactly the halfway point of its production life, it captures the essence of the design beautifully, with a certain level of charm very evident, before later tweaks in terms of safety and, to a certain extent, giving into whims and trends, took away some of the 96's identity.

Some of Whitebox's 1/24 releases come with opening

doors, but neither of this month's samples (see page 15 for the Tatra 613) do, although this doesn't detract from the ability to appreciate the interior, as both this Saab and the Tatra have ample glazing areas.

The subtlety of 1960s/'70s car design, especially in terms of the trim, is spot on. From an era where such embellishments were to accentuate, not shout out, Whitebox's work here is highly commendable too, with just the right amount of 'bling' (or thankfully lack of, as the case is here).

The wheels and tyres are most excellent as well. Pressed steel with hubcaps is such an era-specific thing, but it just works so well and they look just right on this model, with superb rubber-treaded tyres.

And one of the particular joys of the simple 96 styling (and that of the 95 estate version - this one next please Whitebox, if you don't mind!) is the oh-so-evocative grille and headlights arrangement. Again, sublimely reproduced are the bumpers, front and rear, and they finish off the overall appearance of this most delightful of diecasts perfectly. **DC**



▶ The gorgeous, curvaceous lines of the 96 have been perfectly captured here and the trim and badging are both really excellent.

THIS MONTH'S IN-DEPTH REVIEWS:

8 1970 Saab 96 V4 by Whitebox in 1/24 scale brings back so many marvellous memories of another time

13 The revival of the Motor City brand begins with a wonderful 1956 Dodge Sierra D-500 Station Wagon at 1/43 scale - available in two colourways

16 EDITOR'S CHOICE - 1/18 scale 1980 Le Mans 24 Hours-participating Porsche 935 K3 with colourful Apple Computer sponsorship, by Solido



▲ Styled by Sixten Sason, at first glance the 96 appeared to be an evolution of his earlier 93, but it was so much more than that.



▲ The stance of the 96 is really well captured from this angle. Note the rear light lenses - bigger than the 1960 versions, but they got even larger later.



▲ The subtle curves of the 96 from above compare interestingly to its very curvaceous side profile.



▲ The larger rear window of the 96 affords a good view of the neatly-replicated interior.



CORGI MODEL CLUB
Marcos 1800 G.T. with Volvo engine
SCALE: 1/43 PRICE: £35.99
REF: 324

www.corgimodelclub.com

The latest retro Corgi release, available direct from the club as a standalone model. Stunning reproduction and features opening doors and bonnet.



SPARK
Porsche 917LH - Le Mans 1969 Test Days #45
SCALE: 1/43 PRICE: £69.99 REF: S9249

www.ayrey.co.uk

Exquisite replica of the mighty Porsche 917 in its first form. Perfect shape and excellent detail to the visible engine and interior. Simple but delightful graphics.



TECNOMODEL
Ferrari 250 GT Breadvan Stradale Corsa 1962
SCALE: 1/43 PRICE: £111.99 REF: TEC 4302A

www.ayrey.co.uk

A very well-known Ferrari with this extreme body modification, Tecnomodel has recreated this to perfection. Stunning finish and detail throughout.



SOLIDO
Alfa Romeo Giulia GTA White 2022
SCALE: 1/43 PRICE: £55.99
REF: S180693

www.solido.com

Beautiful recreation by Solido of this incredibly appealing Alfa in large-scale diecast. Sublime from front to back, with opening doors and a very nice interior.

New Models



KAIDO HOUSE x MINI GT
Nissan Fairlady Z Kaido GT Omori Works

SCALE: 1/64 PRICE: £24.99 REF: MGTKHMG046

www.clevelandsdiecast.co.uk

A further release of this incredible-looking beast, this time featuring this very eye-catching Omori Works colour scheme. Superb replication for such a small model.



TECNOMODEL
Ferrari 312B 1970 Winner GP Italia #4 Clay Regazzoni

SCALE: 1/43 PRICE: £296.99 REF: TEC 1864A

www.ayrey.co.uk

Incredibly accurate recreation of Ferrari's oh-so-pretty 312B, complete with a superb Clay Regazzoni driver figure. A truly astonishing and exquisite replica.



AT COLLECTIONS
JCB 435S Wheel Loader 'Black Edition'

SCALE: 1/32 PRICE: €132.00

REF: 3200183

www.at-collections.nl

Limited edition run of 1500 pieces in an all-black finish. Fitted with a folding grass fork and featuring an opening cabin door unveiling the very impressive interior.



NZG
Kleemann Mobicat MC110(i) EVO 2 Jaw Crusher

SCALE: 1/50 PRICE: €126.00 REF: 1043

shop.wirtgen-group.com

Folding main and adjustable natural fines conveyors. Opening panels on each side reveal the inner workings while a lift-up cover allows the crushing jaw to be seen.



WEISS BROTHERS
Taylor XH-360L Forklift Truck

SCALE: 1/50 PRICE: US\$120.00

REF: 033-300

www.weissbrothers.us

Highly-detailed and functional heavy-duty forklift truck in a distinctive red and black decoration. The mast and fork carriage are fully adjustable with fine detailing.



KADEN
Tatra 815 4x4 SUS Tipper

SCALE: 1/43 PRICE: €70.00

REF: 09114

www.kaden.cz

The Tatra range of models from Kaden are impressive, to say the least, produced from a mix of diecast and plastic with high levels of detail and a quality paint finish.



UNIVERSAL HOBBIES
Valtra Q 305 Tractor

SCALE: 1/32 PRICE: €82.25

REF: V42803500

shop.valtra.com

Well-engineered model with steerable wheels, working linkages front and rear. It has a well laid out and detailed cab interior.



ROS
Ferbo Turbocar Active G5 Irrigator

SCALE: 1/32 PRICE: £96.99

REF: 602519

www.ros-srl.it

ROS has provided its smart Ferbo-branded irrigator with a flexible hose and rain gun on trolley. It also features adjustable anchors.

Vectis

June 2023 Auction Dates

Tuesday 6th - Dolls & Teddy Bears - **Internet Only**

Thursday 8th - General Toy Sale - **Room Viewing & Bidding**

Tuesday 13th - Specialist & Diecast Sale - **Internet Only**

Thursday 15th - Specialist & Diecast Sale - **Internet Only**

Tuesday 20th - General Toy Sale - **Room Viewing & Bidding**

Thursday 22nd - Model Train Sale - **Room Viewing & Bidding**

Tuesday 27th - TV & Film Related Sale - **Room Viewing & Bidding**

Thursday 29th - Action Man & Lego Sale - **Room Viewing & Bidding**

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New Models



KAIDO HOUSE x MINI GT

Datsun Kaio 510 Wagon Kaio GT Surf Safari RS

SCALE: 1/64 PRICE: £24.99 REF: MGTKHMG044

www.clevelandsdiecast.co.uk

The Kaido House and MINI GT collaboration take the 510 Wagon to new heights - quite literally! A wonderful interpretation, with detachable surfboards.



NOREV

1970 Porsche 911 E - orange

SCALE: 1/18 PRICE: £77.99

REF: 187628

www.ayrey.co.uk

A superbly-evocative replica, with that classic early 911 shape beautifully replicated. Excellent fine details aplenty and a lovely interior.



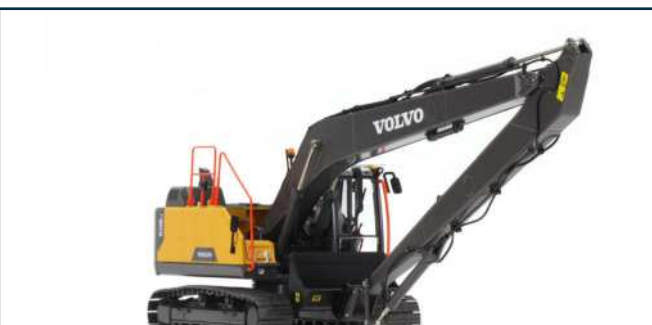
AT COLLECTIONS

Volvo L25 Electric Compact Wheel Loader

SCALE: 1/32 PRICE: £75.00 REF: 3200164

www.at-collections.nl

Featuring an articulated chassis, opening cabin door revealing the very impressive interior. The loader arms and bucket tip capture the original very convincingly.



AT COLLECTIONS

Volvo EC220E LR Long Reach Excavator

SCALE: 1/32 PRICE: €175.00 REF: 3200118

www.at-collections.nl

Fitted with an S60 quick coupler and supplied with a toothed bucket, it accepts any of the available S60 excavator attachments. The cabin door opens.



KADEN

Tatra 8x8 CZS 40 Titan

SCALE: 1/43 PRICE: €106.00

REF: 09203

www.kaden.cz

Tatra offers a range of vehicles. The Titan is an all-wheel drive monster with excellent fine detailing on the bodywork, cabin and chassis.



KADEN

Tatra 815 3-axle truck with crane

SCALE: 1/43 PRICE: €89.00

REF: 09073

www.kaden.cz

With a low-sided body and lifting crane finished in blue. The cabin can be tilted to reveal the engine block beneath and there is a detailed chassis with suspension.



GOLDVARG

1968 Buick Electra Sedan - Verdoro Green

SCALE: 1/43 PRICE: £110.00 REF: GOL-061A

www.goldvargcollection.com

Lovely replica of this typical late-1960s. 4-door sedan, with its smooth lines and vinyl-effect roof. Excellent level of detail, right down to the angled side spear.



GOLDVARG

1968 Buick Electra Sedan - Autumn Bronze

SCALE: 1/43 PRICE: £110.00 REF: GOL-061B

www.goldvargcollection.com

Another terrific model of this late-1960s Buick, with a toning vinyl-effect roof and interior in light tan. Again, all the details are there, inside and out.

MOTOR CITY REVIVAL DODGE STATION WAGON HAS DEFINITELY BEEN WORTH THE WAIT

1/43 scale

MOTOR CITY

1956 Dodge Sierra D-500 Station Wagon

PRICE: US\$129.00

marvamin@aol.com

SERIOUS collectors of handbuilt 1/43 scale models of American cars will know the original Motor City USA range as being the top-of-the-tree in terms of both quality and price. The original range ceased production some years ago when the proprietor retired, and a planned revival in different hands, again in years past, came to naught.

Here, however, we have a brave new attempt, by American enthusiast Greg Gunn, an expert builder of, and dealer in, handbuilt models. The project has taken several years to come to full fruition, but the results have most definitely been well worth the wait.

Cast in resin and made in China, as so many such models are nowadays, the new model is of the 1956 Dodge Sierra D-500 Station Wagon, an unusual subject at first glance. However the last Motor City from the original range was of a 1956 Dodge Royal Lancer

Coupe, so this can perhaps be considered as a follow-on from that car.

The D-500 was the top-performance package in the Dodge range that year, with a 315 cu. in. (5,155 cc) V8 powerplant that gave out some 260 bhp, which translated to a 100 mph quarter-mile and 0-60 in 8.8 seconds – very rapid for the time. Just 13 of these engines were fitted to the Sierra station wagon during that model year.

The model is top-quality in terms of moulding, finish and detail, as we've come to expect these days. We have two versions to look at – light/dark green (as featured here) and black/white (see the smaller review below, right), with small, subtle differences between them.

This two-tone green example sports plated rear wing tops, for example, whereas the black/white one doesn't. Greg tells us that the black/white model is a replica of a car owned by



▲ All of that plated trim is there, as are the badges and small motifs, the wheeltrims are fully-plated and period-correct whitewall tyres are fitted to both.



▲ This two-tone green example sports plated rear wing tops, for example, whereas the black/white one (see review below) doesn't.

famous NASCAR driver, Lee Petty. On both examples, all of that plated trim is there, as are the badges and small motifs, the wheeltrims are fully-plated and period-correct whitewall tyres are fitted to both.

The interiors of both are well-detailed, with excellent seats, inner panels and fascias,

and in toning colours to the exteriors.

Both of these models can be purchased direct from Greg Gunn, at around US\$129.00 plus shipping. He can be contacted by email, at marvamin@aol.com, or you might prefer to source through your favoured dealer. **DC**



GOLDVARG

1969 Mercury Cyclone – Dark Aqua

SCALE: 1/43 PRICE: £110.00

REF: GOL-031B

www.goldvargcollection.com

Interior is mid-blue, and is as well-detailed as the exterior. The black bonnet centre stripe and white pinstriping really make this one stand out. A great model.



MOTOR CITY REVIVAL

1956 Dodge Sierra D-500 Station Wagon

SCALE: 1/43 PRICE: US\$129.00

marvamin@aol.com

The black/white version of the model detailed extensively above. Another stunning replica and, again, available direct from the manufacturer if desired.



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



1/64 FIGURINE: MARTINI RACING WRC



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1/64 ALPHATAURI AT03 NO.10 PIERRE GASLY 2022
ABU DHABI GRAND PRIX



1/18 ABARTH 595 GARA WHITE



1/18 LOTUS EMIRA DARK VERDANT GREEN

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1/12 MCLAREN F1 GTR NO.59 1995 LE MANS 24 HRS WINNER



1/18 FORD PUMA RALLY1 NO.19 M-SPORT FORD WRT 2022
RALLY MONTE CARLO WINNER



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WHITEBOX
1973 Tatra 613 - black
SCALE: 1/24 PRICE: £35.99
REF: WHI 124166
www.ayrey.co.uk

The very appealing 613 is really neatly-replicated here, beautifully-finished in sumptuous black paint. Plenty of chrome detailing and a superb interior.



TECNOMODEL
Ferrari 312 B2 F1 1971 Zandvoort GP #2 Jacky Ickx
SCALE: 1/43 PRICE: £111.99 REF: TEC 4314C
www.ayrey.co.uk

Another absolutely sublime model of the incredibly-attractive, later Ferrari 312 B2. The finish and detailing are absolutely top notch - nothing has been missed.



NZG
Kleemann Mobiscreen MSS 802(i) EVO Screener
SCALE: 1/50 PRICE: €195.00 REF: 1044
shop.wirtgen-group.com

A stunning model, packed with features, including folding hopper sides, an opening engine bay and fully folding side and main conveyors fitted with rubber belts.



DIECAST MASTERS
Cat D5 LGP Fire Suppression Dozer
SCALE: 1/50 PRICE: £110.00
REF: 85952
www accuratediecast.com

Has a protective cabin surrounded by mesh screens and sweeps protecting the engine bay. The cabin doors open, as do the side engine compartment panels.



KADEN
Tatra 10x10 Fire & Rescue Truck
SCALE: 1/43 PRICE: €120.00
REF: 09023
www.kaden.cz

The largest Fire & Rescue truck in the Kaden range, based on a 5-axle chassis with a front water cannon, detailed cabin and large water tank body.



KADEN
Tatra tractor with lifting crane "Kaden Day 2023"
SCALE: 1/43 PRICE: €85.00 REF: 12123
www.kaden.cz

Printed with the model manufacturer's logo for an event, it has a fifth-wheel coupling and wide single tyres all-round that have a deep tread pattern design.



ROS
Vaderstad Spirit 800C Drill
SCALE: 1/32 PRICE: £97.00
REF: V0225
collection.vaderstad.com/

Accurately-detailed model of Vaderstad's Spirit 800C drill with a folding stand, detachable access steps and hinged markers. The wings fold for transport.

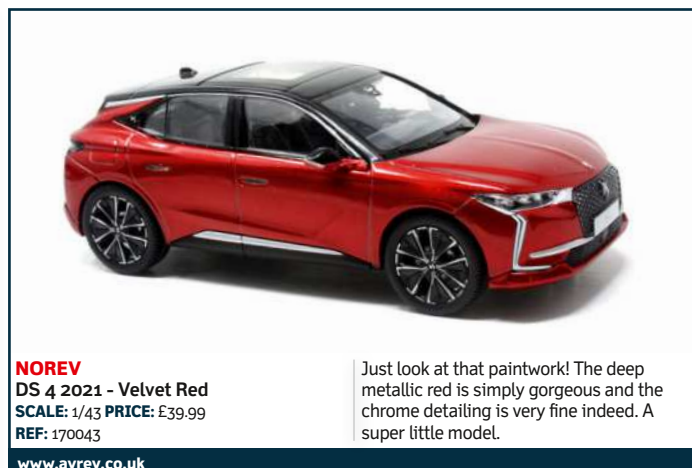


ROS
Lemken Steketee EC-Weeder
SCALE: 1/32 PRICE: £60.00
REF: 602366
shop.lemken.com

Largely metal, this folding eight-row weeder has a parallel steering frame and support wheels. Each weeding unit has A & L blades and finger weeders detailed.



Very good indeed, in its light brown shade, with black fabric-effect roof panel and toning light tan interior. Excellent detail and top-class plated parts.



Just look at that paintwork! The deep metallic red is simply gorgeous and the chrome detailing is very fine indeed. A super little model.

SOLIDO'S VINTAGE PORSCHE IS THE APPLE OF MY EYE

1/18 scale

SOLIDO

Porsche 935 K3 Le Mans 1980 #71

PRICE: £65.99 **REF NO:** S1807203

www.solido.com

PORSCHE'S 935 had already had a really successful few years when, in 1979, it won the biggest endurance racing prize of them all – the Le Mans 24 Hours. But it wasn't with a factory effort, the victorious machine was a development of the 935 undertaken by a specialist company, based in Köln, and run by two brothers – Erwin and Manfred Kremer.

Kremer Racing's 935 K3 was an attempt to mimic the revised aerodynamics

on the factory 935/78s, known affectionately as "Moby Dick", with their long 'whale tail' bodywork. The K3 was a development of the Kremer brothers' earlier K1 and K2 versions of the 935.

Although the rear bodywork wasn't as dramatic as the factory 935/78s, it was certainly incredibly effective, and enabled a privately-entered K3 to take full advantage of the soaking wet conditions at the 1979 event and outpace the usually faster prototypes. Another 'standard'

935 came second, famously with Paul Newman's driving – yes, THAT Paul Newman!

Kremer's success at the 1979 race brought a flood of orders from privateers, either for new cars or for upgrades to standard 935s, keen to emulate the feat in 1980 and beyond. One such team was Dick Barbour Racing, who entered the car modelled here, with Bobby Rahal, Bob Garretson and Allan Moffatt driving. Qualifying 14th for the 1980 race, the car failed to finish, however. An interesting

twist on the story is that this was actually the Newman car that finished second in 1979, upgraded to K3 spec by Kremer.

This is the third version of Solido's superb K3 casting, following on from the 1979 winner and the Jägermeister DRM version, so I knew it was going to be great. Opening doors and stunning graphics just add to this model's appeal – it's a must for any true Le Mans and Porsche enthusiast. **DC**



▲ The famous early branding of the now very well-known computer brand is exquisite in its simplicity and really stands out on display.



▲ From this angle, it can clearly be seen that the distinctive wide bodywork of the tail disguises a traditional 911 rear end.

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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Ford
Sierra RS Cosworth,
R. Brookes, N. Wilson, RAC Rallye, 1989
Nr. 256774 **69.95 €***



Exclusive

Lincoln
Continental Mark V, 1978
Nr. 259692 **64.95 €***

MODEL CAR GROUP **1:18**



Exclusive
BMW Alpina B10 4.6,
Basis: E34, 1994
Nr. 255542 **64.95 €***



Ford Escort MK II RS 2000, 1977
Nr. 259165 **64.95 €***



Ford Escort MK IV RS
Turbo S2, Tuning, 1990
Nr. 255557 **64.95 €***



Ford Granada MK II
2.8 Ghia, 1982
Nr. 259689 **64.95 €***



Ford Sierra Cosworth, 1988
Nr. 253085 **64.95 €***



Jeep CJ-7 Golden Eagle, 1980
Nr. 252572 **64.95 €***



Mercedes 770 (W150)
Cabriolet, 1938
Nr. 240347 **64.95 €***



Mercedes Typ Nürnberg
460/460 K (W08), 1928
Nr. 257245 **69.95 €***



Opel Kadett D GTE, 1983
Nr. 255543 **64.95 €***



Brabham BT20, Formel 1,
J. Brabham, GP Mexico, 1966
Nr. 252303 **64.95 €***



Lotus 72D, John Player
Team Lotus, Formel 1, GP
Spanien, D. Walker, 1972
Nr. 252306 **64.95 €***



McLaren M23, Formel 1,
GP Deutschland, J. Mass,
mit Decals, 1976
Nr. 252308 **64.95 €***



Renault RS10, Formel 1, GP
Frankreich, J.-P. Jabouille, 1979
Nr. 253531 **64.95 €***



Tyrrell P34, Formel 1,
J. Scheckter, GP Schweden, 1976
Nr. 253520 **64.95 €***

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1:18



Ford Escort RS Cosworth,
A. Vatanen, F. Pons,
Rally Acropolis, 1994
Nr. 256623 **69.95 €***



Lancia 037 Rally, W. Röhrl,
C. Geistdörfer, Rallye
Deutschland, 1983
Nr. 256776 **69.95 €***



Lancia Delta S4, Totip,
D. Cerrato, G. Cerri,
Rally San Remo, 1986
Nr. 259671 **69.95 €***



Peugeot 205 T16,
Belga, Rally Ypres,
B. Darniche, A. Mahe, 1985
Nr. 259673 **69.95 €***



Renault 5 Turbo, Calberson,
B. Saby, D. Le Saux,
Rallye Monte Carlo, 1981
Nr. 256777 **69.95 €***



BMW M3 (E30), 1989
Nr. 256834 **64.95 €***



Opel Ascona B 400, 1982
Nr. 256840 **64.95 €***



Subaru Legacy RS, 1991
Nr. 259437 **64.95 €***



Ford
Escort MK1 RS Mexico, 1974
Nr. 256838 **64.95 €***

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MODELS

1:43



Ford Escort MK III
RS Turbo, 1984
Nr. 256053 **24.95 €***



Pontiac Firebird
Trans Am, 1978
Nr. 254651 **24.95 €***



Ford Focus RS, 1999
Nr. 259237 **24.95 €***



Ford Granada MK
II 2.8 GL, 1982
Nr. 256716 **24.95 €***



Ford Sierra RS Cosworth, Q8,
G. Evans, H. Davies, RAC Rallye, 1991
Nr. 256157 **39.95 €***

WHITEBOX 1:24



Ford Escort MK II
1600 Sport, 1977
Nr. 257792 **27.95 €***



Jaguar E-Type
Nr. 260133 **27.95 €***



Land Rover
Series III 109, 1980
Nr. 260134 **27.95 €***



Peugeot 205 GTI,
1988
Nr. 261640 **27.95 €***



Toyota Celica XX, 1978
Nr. 260139 **27.95 €***

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The Volkswagen Golf from Graz

Prompted by one of OttOmobile's latest releases, **Stephen Paul Hardy** reflects on one of Volkswagen's most interesting variations of the second generation Golf.

Although now into its eighth generation, with press conjecture currently speculating over the motive power format of the ninth generation, it is easy to momentarily forget that the first generation Golf was launched almost half a century ago. Amongst the many high points in that time was the A4 (PQ34) platform debuted on the Audi A3 in 1996, which came with the fourth generation Golf introduced in 1997. A platform designed to be shared with many of the Golf's contemporaries in the VW Group, including the New Beetle.

But let's turn the clock back further to the high points of the second generation Golf, launched in Europe at the IAA in September 1983. This A2 generation, along with the preceding A1, are now considered by many enthusiasts as the Golf's heyday. Whilst arguably not as immediately appealing styling wise as the outgoing A1, the A2 nevertheless quickly matured and evolved into a range that included the most desirable GTi versions ever made. Then there were also something like the twenty well-packaged Special Edition Golf A2s manufactured between 1985 and 1991. Each came with their own brochures in an era when Volkswagen was marketing a lot of Special Editions right across the range under a consistent banner of "Die neueste Idee von Volkswagen."

As the eighties rolled over into the nineties, the A2 Golf range saw the ultimate developments of several models, including the GTi and all-wheel-drive Syncro. That variation was first introduced in 1986, and further developed into the Golf Rallye in 1989. Even further development in turn prompted Volkswagen to show yet another 'neueste Idee' at the 1989 Geneva Motor Show – the Golf 4x4 'Montana' concept. This took the standard four-door Syncro several stages onwards and was, in reality, far from just a visual makeover. Enthusiastic press and public reaction brought forward advanced orders prompting a swift decision that it should enter production. Renaming it as the 'Country', Volkswagen extended its joint working with Steyr-Daimler-Puch, in Graz, Austria, to facilitate manufacture. This enabled Golf 98 PS (72 kW) 1.8 CL Syncros supplied from Germany to be finished out in Graz as the Country,



▲ With white-lensed front indicators and its Montanagrün metallic paintwork, the full frontal view evokes both the 'Montana' concept and early production 'Country'...



▲ ... yet even at a front three-quarters view, OttOmobile's first version OT143 is unmistakably an authentic 'Country'.

▼ From whichever angle you view, many of those 430+ additional fittings are evident.

alongside 4x4 syncro versions of Volkswagen's third generation typ.2 transporters – work that needed over 430 unique parts to be installed on each Golf Country in Austria to complete it.

Total Golf Country production amounted to 7,735 units, completed between April 1990 and October 1991. Of these, 5,627 were in the original Country guise in a limited range of paint colours: Montanagrün metallic, Brightblue metallic, Tornadorot, Dunkelgrün, and Schwarz, the first three of which are the most commonly seen finishes.

These were supplemented by three other versions of the Country, each made in relatively low numbers. The first an interesting more utilitarian, lower specification, Country Allround (1,500 units) in Waldgrün. Second an ostentatious Country Chrompaket in black, with an abundance of chromed fittings (558 units). Third and finally, an exclusive Country GTi with the 112 PS (82 kW) 1.8 GTi petrol engine made for Volkswagen AG staff working on the Country project (50 units).

It seems crazy now that it was over eight years ago – back in January 2015 – that OttOmobile released its first colour version of the Golf Country in Montana Green metallic (OT143), so this second colour version in Bright Blue metallic is a very welcome, long overdue new release.

PDF NEWSPAPERS and MAGAZINES: WWW.XSAVA.XYZ



VOLKSWAGEN GOLF COUNTRY - 1990 (OT973)

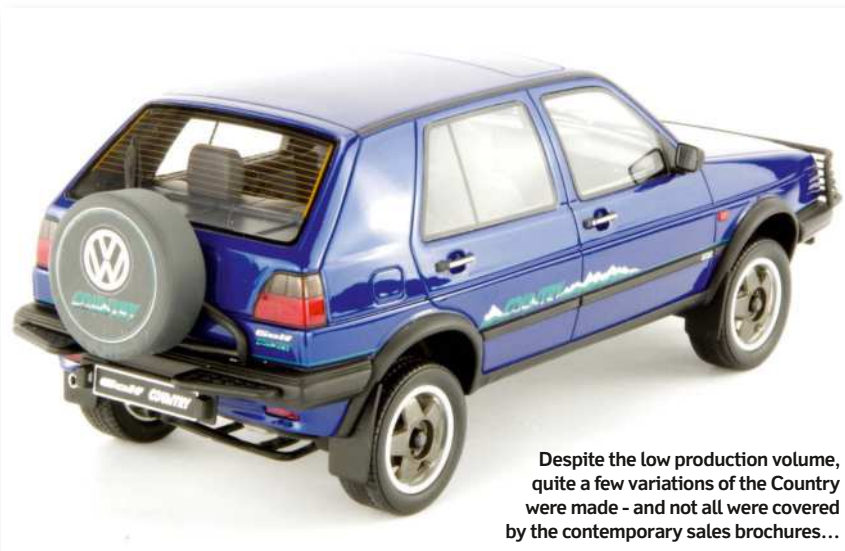
Straight away, it needs to be said that OttOmobile's back catalogue of Golf models is impressive and includes a good selection of the A2 GTI versions. The Country is really superb model in its own right and equally superb companion to the A2 GTIs and Rallye that I reviewed in "G40, G60, GTi, go..." (January 2021 issue).

For once, I'm going start from an unusual viewpoint, by looking at the model's chassis plate. Quite often this is a comparatively low detail feature of most models, but on the Country it is very pertinent. Here we find OttOmobile including detail of the Austrian installed tubular steel under frame and revised suspension that raised the standard Syncro by 12cm.

We also find the sleeves protecting the four outboard constant-velocity joints, the sub-frame to protect the rear Syncro differential & prop shaft and the engine protection skid plate. Then, moving up from the protection plate, we find more of those unique Country components – a very finely modelled front protection bar set, together with driving lights and fog lights, all with factory-fitted protection.

At the rear, a reinforced bumper with step plates and the distinctive, signature, spare wheel and carrier. Because the rear half of the 4x4 drive system took up much of the boot space, standard Synchros were supplied ex-factory with optional space saver wheels, or get-you-home inflation kits – options plainly not in keeping with the function of the Country, so a spare was mounted on a tubular gate frame arrangement that swung outwards to the vehicle's left, allowing the standard Golf tailgate to be accessed in the normal way.

The accurately-modelled alloy wheel rims are yet another Country specific fitting, but other than the sill protection covers and extra components already listed, the body was that of the contemporary standard four-door Golf shell. Finishing touches include Syncro badging on the rubber side trims and the full set of Country logo embellishments to body



Despite the low production volume, quite a few variations of the Country were made - and not all were covered by the contemporary sales brochures...



▲ ... orange front lenses, for example, supplemented the white ones in production.



sides, rear panel and wheel cover. Consistent with OttOmobile models, the authenticity of detailing and quality of modelling is again superb.

Taking a look into the interior, we find a good representation of the unique seat facing cloth to the grey upholstery – a feature of many of the A2 Golf Special editions, each in edition related colours and patterns.

I hope very much that we don't have to wait another seven years for a third Country version from OttOmobile. Whilst I can easily live without a model of the Country Chrompaket, a repeat colour version of the standard Country in Tornado Red would be very welcome.

Perhaps even higher on my wish list would be the slightly different specification Country Allround. This would require only a small amount of retooling, yet bring forward a version of the Country as yet unmodelled in any scale. **DC**

◀ As with all the other detailing, the spare wheel cover is modelled exactly as carried on the full-sized vehicle.

▼ OttOmobile's fabulous models of the Golf Country also share an unseen commonality with the full-size original - they are very seriously sought after by hardcore enthusiasts!



Perfect Pug

The 205, notably in its GTi form, was credited by many as a turning point in the company's fortunes with the 'Griffe' being the cherry on the icing as Stephen Paul Hardy explains.

Solido's coverage of the Peugeot 205, with 1/18 diecasts in street and rally guise, is already extensive, but this latest limited edition version is certainly one of the most desirable. In GTi form, the 205 has a place in automotive production history as one of the foremost and most popular hot hatchbacks of the eighties.

Solido's standard catalogue currently still includes the charismatic 1988 1.9 GTi in red, first released in 2019 (S1801702), which was joined in 2021 by the equally popular image of it in white (S1801710). As 'must have' models, these are now joined by the ultimate version with the lioness showing her claws.

PEUGEOT 205 'GRIFFE' - 1992 (S1801712)

With an undercurrent theme this month of metallic turquoise paintwork, comes this limited edition model of the limited production run 'Griffe' - the ultimate version 205 GTi, of which just over 1,650 identical examples were manufactured by Peugeot.

Unmistakable its exclusive bright 'Vert Fluorite' paintwork, with grey alloy rims having grey finished centres surrounded with silver, this was a special edition of the 205 GTi sold in France, Germany and the Netherlands. With absolute top spec trim that included all the orderable factory options at that time, save for air-conditioning, combined with its unique colour and detailing, the 'Griffe' was inspired by a one-off. When Jean Todt was appointed director of Peugeot Talbot Sport in 1981 - a position he held for over a decade before joining Scuderia Ferrari in 1994 - he wanted a Peugeot 205 GTi in a special colour as a company car. That car became the origin of the 'Griffe' package.

Solido's offering authentically replicates the



▲ Good detailing with separate inset light units and well-defined badging to tailgate...



▲ ... and radiator grille are just some of the many attributes of the model that celebrates the "Griffe" with commendable authenticity.

► Being a diecast model, it also has opening doors - affording easy access to the interior.

complete 'Griffe' package superbly, thanks to two factors. Firstly, Solido's base model, captures the 205 very well with some good detailing including the black plastic aerial, wiper arms from and back, separate inset light units and well-defined badging to radiator grille and tailgate. Secondly the "Griffe" specific detailing including, of course, that dramatic 'Vert Fluorite' metallic paint finish and "Griffe" logo embellishments. The rendering of the two tone rims is a super finishing touch.

Combining both these factors, my closing comment has to be about the satin black detailing that encompasses the bumper caps, wheel arch trims and bodyside side trims. These have such clean, well defined, edge lines that they really do 'lift' the overall visual impact of Solido's 205 GTi models. Yes this lioness really has got her claws into me with this one - it demands to sit alongside the classic rouge and blanche versions for a perfect Pug showcase display. **DC**



► There is no doubt that with so much well-defined detailing, such as that seen here, diecasts like this are challenging the sealed resin market sector.

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Coming soon from Corgi

Corgi has announced its new model releases for the next few months. There's new tooling, some old favourites, and plenty more.

Following Corgi's recent trend of announcing new models three times a year, the May to August catalogue was unveiled at the end of April. With the cover of the new catalogue impressively dominated by the second version of Corgi's excellent new Ford Raptor tooling, in South Wales Police livery, the tone is instantly set for plenty of high-impact announcements.

Along with all the more expected unveilings, such as the marvellous pair of new 1/48 scale aircraft shown 'flying' overhead, above, a bit of a (very pleasant) surprise was the revealing of the series of Wallace &

Gromit Austin A35 vans in various bright and fun liveries, all with suitably cheesy number plates to match the subject matter - one quite literally!

Steve McQueen's Triumph TR6 Trophy from *The Great Escape* is an eagerly-awaited, large-scale follow-on after the success of the awesome *No Time to Die* Triumph Scrambler 1200 Matera.

Another surprise for us, although this has been hinted at before, was the mini range of retrospective Corgi Toys. The success of the superb Corgi Model Club brought us the No 417S Land Rover Breakdown Truck last year, with this suspension variant perfectly



complementing the No 417 released by the club about the same time. In a few months time, Corgi will launch four models that have already been released by the club, but in alternative colours and liveries - we love this and can't wait to add all four of these to our collection.

In summary, in our opinion, it's another great batch of new models to look forward to over the coming months. So make sure you nip over to www.corgi.co.uk to find out more (and download a free copy of the catalogue while you're there). You can also pre-order on the website, or contact your favourite retailer, if you prefer. **DC**

VANGUARDS



Morris Minor 1000 - Snowberry White
REF: VA05811 **SCALE:** 1/43
DUE: Spring 2023 **PRICE:** £35.99



Triumph TR6 (Hard Top) - Mimosa Yellow
REF: VA14702 **SCALE:** 1/43
DUE: Spring 2023 **PRICE:** £35.99



Ford Cortina Mk5 - Essex Police
REF: VA15003 **SCALE:** 1/43
DUE: Summer 2023 **PRICE:** £35.99



Ford Ranger Raptor - South Wales Police
REF: VA15202 **SCALE:** 1/43
DUE: Summer 2023 **PRICE:** £37.99



Wallace & Gromit Austin A35 Van Collection - Anti-Pesto, Top Bun, Spick & Spanmobile
REF: CC80505 **SCALE:** 1/43
DUE: Summer 2023 **PRICE:** £67.99



Wallace & Gromit Austin A35 Van - Cheese Please! Delivery Van
REF: CC80506 **SCALE:** 1/43
DUE: Summer 2023 **PRICE:** £31.99



The Great Escape - Triumph TR6 Trophy (Weathered)
REF: CC08501 **SCALE:** 1/12
DUE: Summer 2023 **PRICE:** £94.99



Formula E Gen3 - Championship Livery
REF: CC58001 **SCALE:** 1/43
DUE: Autumn 2023 **PRICE:** £57.99

POPULAR CULTURE



Coca-Cola Volkswagen Beetle
REF: CC01201 **SCALE:** 1/43
DUE: Summer 2023 **PRICE:** £35.99

AVIATION ARCHIVE



Bristol F-2B Fighter, No.111 Sqn, Egypt, October 1917
REF: AA28803 **SCALE:** 1/48
DUE: Summer 2023 **PRICE:** £84.99



Fokker E.III Eindecker, Vfw. Ernst Udet, Germany, March 1916
REF: AA28703 **SCALE:** 1/72
DUE: Spring 2023 **PRICE:** £59.99



Messerschmitt Me109G-6 (Trop), Sicily, July 1943
REF: AA27112 **SCALE:** 1/72
DUE: Spring 2023 **PRICE:** £59.99

FUTURE MODEL RELEASES



Supermarine Spitfire MkIXc, GC Colin Gray, Operation Husky, July 1943
REF: AA29102 SCALE: 1/72
DUE: Summer 2023 PRICE: £59.99



BAe Harrier GR7A, RAF No.1 Sqn, Operation Herrick
REF: AA29301 SCALE: 1/48
DUE: Autumn 2023 PRICE: £149.99



Eurofighter Typhoon FGR.4 RAF No.11 Sqn, Operation Ellamy
REF: AA29002 SCALE: 1/48
DUE: Summer 2023 PRICE: £179.99



Lockheed P-38L Lightning, 'Putt Putt Maru', 1945
REF: AA36617 SCALE: 1/72
DUE: Summer 2023 PRICE: £69.99



Douglas C-47A Skytrain, 'Night Fright', 5th/6th June 1944
REF: AA38211 SCALE: 1/72
DUE: Spring 2023 PRICE: £109.99

VINTAGE CORGI TOYS



Volvo P1800 - Red
REF: RT22801 SCALE: Fit the box
DUE: Summer 2023 PRICE: £19.99



Ford Mustang Fastback 2+2 - Gold & Black
REF: RT32001 SCALE: Fit the box
DUE: Summer 2023 PRICE: £19.99



Porsche Carrera 6 - Red & White
REF: RT33001 SCALE: Fit the box
DUE: Summer 2023 PRICE: £19.99



Jaguar 4.3 litre E Type - Blue
REF: RT33501 SCALE: Fit the box
DUE: Summer 2023 PRICE: £19.99

TANKS



Tiger 131, restored and operated by The Tank Museum, Bovington
REF: CC60517 SCALE: 1/50
DUE: Spring 2023 PRICE: £59.99



World of Tanks: T-34 vs Panther
REF: WT91301 SCALE: Fit the box
DUE: Summer 2023 PRICE: £18.99



World of Tanks: Sherman vs King Tiger
REF: WT91302 SCALE: Fit the box
DUE: Summer 2023 PRICE: £18.99

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New from Oxford Diecast



Output of new models at Oxford Diecast seems to be approaching pre-pandemic levels, as the recent announcement of the next batch of upcoming releases is an absolute joy to behold.

With 12 examples of new tooling shown here, the future definitely looks to be getting brighter over in Wales.

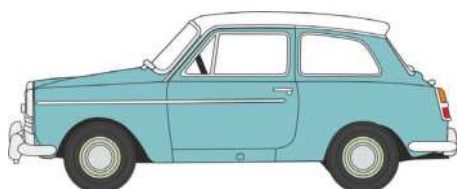
Despite there only being one new release planned in 1/43 scale for the foreseeable future it's a real beauty, in the shape of the Land Rover Discovery 1 Marseille (right), which is due to reach the shops to go on sale in June, along with its 1/76 scale counterpart (see below, left).

So read on and get your notepad at the ready to write down your wishlist. **DC**

AUTOMOBILE



Land Rover Discovery 1 Marseille
REF: 43DS1003 **SCALE:** 1/43 **PRICE:** £24.95



Austin A40 MkII – Fern Green/Snowberry White
REF: 76AA008 **SCALE:** 1/76 **PRICE:** £7.45



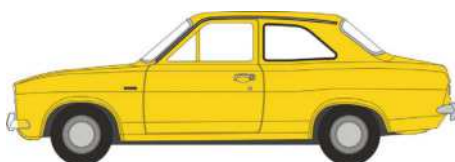
Austin Atlantic Coupe – blue/ivory
REF: 76ATL006 **SCALE:** 1/76 **PRICE:** £7.45



British Leyland Princess – Reynard Metallic
REF: 76BLP006 **SCALE:** 1/76 **PRICE:** £7.45



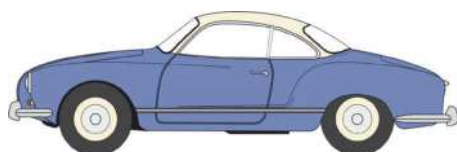
Land Rover Discovery 1 Marseille
REF: 76DS1003 **SCALE:** 1/76 **PRICE:** £7.95



Ford Escort Mk1 – Daytona Yellow
REF: 76FE004 **SCALE:** 1/76 **PRICE:** £7.45



Ford Ranger Raptor – Agate Black Metallic
REF: 76FR001 **SCALE:** 1/76 **PRICE:** £12.95



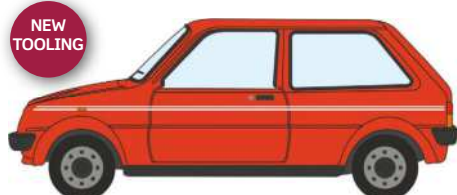
VW Karmann Ghia – Lavender/Pearl White
REF: 76KG003 **SCALE:** 1/76 **PRICE:** £7.95



Land Rover Discovery 3 – Vienna Green
REF: 76LRD009 **SCALE:** 1/76 **PRICE:** £7.95



Land Rover Discovery 2 – Metallic Epsom Green
REF: 76LRD2003 **SCALE:** 1/76 **PRICE:** £7.95



Austin Mini Metro – Emberglow (Princess Diana)
REF: 76MET001 **SCALE:** 1/76 **PRICE:** £7.95



MG Midget MkIII – Blaze Orange
REF: 76MGM001 **SCALE:** 1/76 **PRICE:** £7.95



Mini 1275 GT – Citron
REF: 76MINGT007 **SCALE:** 1/76 **PRICE:** £7.45



Morris Minor MMS Saloon - black
REF: 76MMS007 SCALE: 1/76 PRICE: £7.45



Austin Maestro - black
REF: 76MST003 SCALE: 1/76 PRICE: £7.95



Rover P5B - Arden Green (HRH The Queen)
REF: 76RP5001 SCALE: 1/76 PRICE: £8.95

NEW TOOLING



Vauxhall Corsa - Oriental Blue
REF: 76VCO05 SCALE: 1/76 PRICE: £7.45



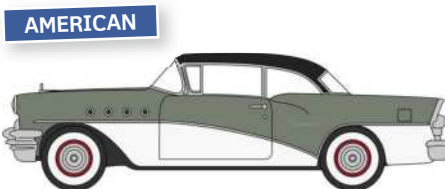
VW Bay Window Camper - Silver Grey/White
REF: 76VW032 SCALE: 1/76 PRICE: £7.45



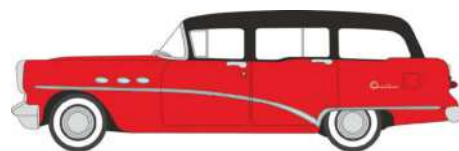
VW T1 Camper - Titan Red/Beige Grey
REF: 76VWS010 SCALE: 1/76 PRICE: £7.45



Wolseley 18/85 - green/black
REF: 76WO006 SCALE: 1/76 PRICE: £7.45

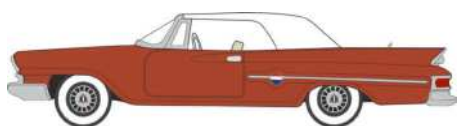


Buick Century 1955 - Carlsbad Black/
Windsor Grey/Dover White
REF: 87BC55007 SCALE: 1/87 PRICE: £8.95

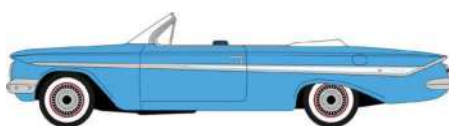


Buick Century Estate Wagon 1954 - Matador
Red/Carlsbad Black
REF: 87BCE54004 SCALE: 1/87 PRICE: £8.95

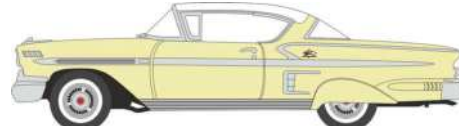
AMERICAN



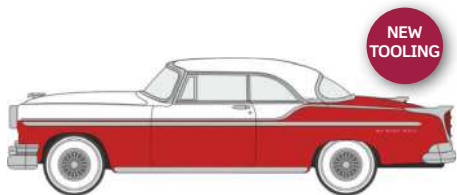
Chrysler 300 Convertible 1961 (closed) -
Cinnamon/White
REF: 87CC61004 SCALE: 1/87 PRICE: £8.95



Chevrolet Impala 1961 - Jewel Blue/White
REF: 87CI61006 SCALE: 1/87 PRICE: £8.95



Chevrolet Impala Sport Coupe 1958 -
Colonial Cream/Snowcrest White
REF: 87CIS58002 SCALE: 1/87 PRICE: £8.95



Chrysler New Yorker Deluxe Coupe 1955 -
Tango Red/Platinum
REF: 87CNY55001 SCALE: 1/87 PRICE: £8.95

NEW TOOLING



Chevrolet Panel Van 1950 - Speciality Foods
REF: 87CV50004 SCALE: 1/87 PRICE: £8.95



Dodge B-1B Pickup 1948 - REA
REF: 87DP48004 SCALE: 1/87 PRICE: £8.95



Ford Fairlane Sedan 500 1960 - red/white
REF: 87FF60001 SCALE: 1/87 PRICE: £8.95

NEW TOOLING



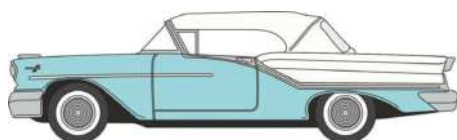
Mercury Monclair 1957 - Tuxedo Black
REF: 87MT57005 SCALE: 1/87 PRICE: £8.95



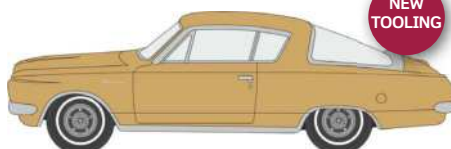
Nash Rambler Custom Landau Convertible
(open) - Strato Blue
REF: 87NR50001 SCALE: 1/87 PRICE: £8.95

NEW TOOLING

FUTURE MODEL RELEASES



Oldsmobile 88 Convertible 1957 – Banff Blue/
Alcan White (roof up)
REF: 87OC57002 **SCALE:** 1/87 **PRICE:** £8.95



Plymouth Barracuda 1965 – gold
REF: 87PB65001 **SCALE:** 1/87 **PRICE:** £8.95

NEW
TOOLING



Pontiac GTO 1966 – Montero Red
REF: 87PG66002 **SCALE:** 1/87 **PRICE:** £8.95



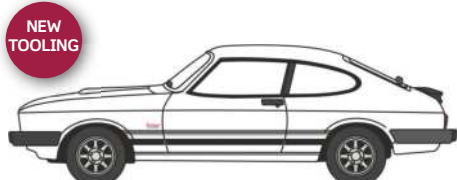
Plymouth Belvedere Sedan 1959 – Tanner
Yellow Cab Co.
REF: 87PS59002 **SCALE:** 1/87 **PRICE:** £8.95



Mobile Trailer – Mini Donuts
REF: 87TR019 **SCALE:** 1/87 **PRICE:** £12.95



Bedford CA Ice Cream Van – Hockings
REF: NCA030 **SCALE:** 1/148 **PRICE:** £6.45



Ford Capri Mk3 – Diamond White
REF: NCAP003 **SCALE:** 1/148 **PRICE:** £6.45



Land Rover Discover 4 – West Midlands Police
REF: NDIS006 **SCALE:** 1/148 **PRICE:** £6.45



Ford Escort Mk2 – Carnival Red
REF: NESCO01 **SCALE:** 1/148 **PRICE:** £6.45



Ford Cortina Mk5 – Cardinal Red
REF: NFC5001 **SCALE:** 1/148 **PRICE:** £6.45



Ford Fiesta Mk1 – Nevada Beige
REF: NFF002 **SCALE:** 1/148 **PRICE:** £6.45



Ford Transit Connect – Frozen White
REF: NFTC005 **SCALE:** 1/148 **PRICE:** £6.45



MGB Roadster – Iris Blue
REF: NMGB004 **SCALE:** 1/148 **PRICE:** £5.95



Mercedes Actros Semi Low Loader & 531 70
Loadall – JCB
REF: 76MB012 **SCALE:** 1/76 **PRICE:** £53.95



Ford Transit Custom – Essex Fire & Rescue
REF: 76CUS009 **SCALE:** 1/76 **PRICE:** £8.95



Land Rover Series 1 88" Canvas – AA Highland
Patrol
REF: 76LAN188025 **SCALE:** 1/76 **PRICE:** £8.95



Volvo FL Emergency One Pump – Greater
Manchester Fire & Rescue Service
REF: 76VE0003 **SCALE:** 1/76 **PRICE:** £29.95



Austin K2 Ambulance – 51st Highland Division
1944
REF: 76K2002 **SCALE:** 1/76 **PRICE:** £16.95



Bedford RL - Bomb Disposal
Broadbridge Heath
REF: 76RL004 SCALE: 1/76 PRICE: £16.95



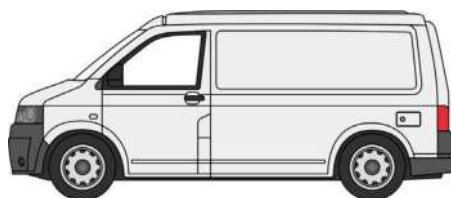
Land Rover Defender Station Wagon
- British Gas
REF: 76DEF019 SCALE: 1/76 PRICE: £7.45



Sentinel Dropside - Tate & Lyle
REF: 76SEN002 SCALE: 1/76 PRICE: £17.95



Sherpa Van - British Rail
REF: 76SHP012 SCALE: 1/76 PRICE: £7.45



VW T5 Van - silver
REF: 76T5V006 SCALE: 1/76 PRICE: £7.45



Mobile Trailer - Mini Donuts
REF: 76TR019 SCALE: 1/76 PRICE: £12.95



VW Bay Window Pick-up - Poppy Red/White
REF: 76VW033 SCALE: 1/76 PRICE: £7.45



Dennis Eagle Olympus Refuse Truck - Biffa
REF: 76DE001 SCALE: 1/76 PRICE: £31.95



Mercedes Sprinter Van - Crouch Recovery
REF: 76MSV011 SCALE: 1/76 PRICE: £8.95



Volvo FH4 GXL Semi Low Loader - Crouch
Recovery
REF: 76VOL4013 SCALE: 1/76 PRICE: £26.95



H.Gaub/G.Schroder A.F.U.Recon.Grp. Poland
1939 Henschel HS126
REF: AC120 SCALE: 1/72 PRICE: £20.95



Duple Britannia - York Bros.
REF: 76DB003 SCALE: 1/76 PRICE: £24.95



Austin Low-Loader Taxi - Oxford Blue
REF: 120AT002 SCALE: 1/120 PRICE: £7.45



Land Rover Series 2 Canvas - Bronze Green
REF: 120LAN2011 SCALE: 1/120 PRICE: £7.45



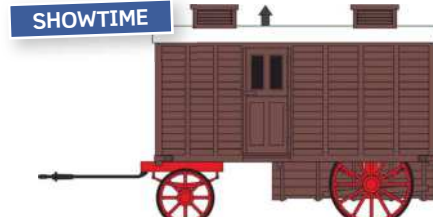
Scammell Mechanical Horse Van Trailer -
LNER
REF: 120MH004 SCALE: 1/120 PRICE: £7.95



Morris 1000 Van - Royal Mail
REF: 120MM015 SCALE: 1/120 PRICE: £7.45



Bedford OB Coach - Southdown
REF: 120OB002 SCALE: 1/120 PRICE: £7.95



Living Wagon - brown
REF: 76LW005 SCALE: 1/76 PRICE: £12.95

Seen high above the skies over Lincolnshire, the Red Arrows go over the top of a formation loop during one of their precision display routines.
Photo: MoD/Crown Copyright



The Red Arrows

Jarrold Cotter looks at the 1/72 scale Corgi Hawk T.1/T.1A, modelling the aircraft of the RAF's famous aerobatic team, the Red Arrows.

For nearly six decades now the RAF's Red Arrows have entertained and amazed millions of people around the world with their breathtaking formation aerobatic skills. Familiarly known as The Reds, during those nearly 60 years the team has risen to the pinnacle of excellence and has gained universal acclaim. Formally called the Royal Air Force Aerobatic Team, the Red Arrows have performed almost 5,000 times across the globe. The Red Arrows are fortunate to have both a wonderful history and the support and interest of millions of fans.

HISTORY

It was in 1964 when the RAF amalgamated its display teams into one premier unit, which became the Red Arrows. The name was taken from the Black Arrows Hunter team and the colour scheme as a tribute to the Jet Provosts of the Red Pelicans, while the aircraft chosen to be flown, the Gnat, had been used by the Yellowjacks.

In the first season of 1965, the team was based at RAF Fairford. It flew seven aircraft in a display and performed 65 shows. A media event at RAF Little Rissington on 6th May was the team's first official display, with the first public performance in the UK on 15th May at the Biggin Hill Air Fair.



▲ Posing the model at this angle shows its representation of the pod mounted below the team's aircraft that contains dye to produce the characteristic red, white and blue smoke trailed by the jets.



▲ The Corgi 1/72 scale Red Arrows models really capture the lines of the Hawk in accurate detail.

The team permanently increased to nine display aircraft in 1968 and the Diamond Nine became the Red Arrows' trademark formation.

The Gnat, which had flown 1,292 displays, was replaced by the BAE Systems Hawk, a modified version of the RAF's fast jet and weapons trainer, for the 1980 season. Also that year, permission was given for the team to have the motto *Eclat*, which translates to excellence.

RAF Scampton became the team's new home in 1983, moving from RAF Kemble, its base since 1966. The Red Arrows temporarily relocated to RAF Cranwell, also in Lincolnshire, between 1995 and 2000. During the team's world tour of October 1995 to February 1996, the Red Arrows performed to nearly a million people in Sydney on Australia Day.

In 2002, the Red Arrows flew with a British Airways Concorde over London to mark HM Queen Elizabeth II's Golden Jubilee. A decade later, the Red Arrows performed another series of flypasts over the capital for the Queen's Diamond Jubilee and the 2012 Olympic Games Opening Ceremony, where they were seen by a global television audience in excess of one billion people.

The 4,500th Red Arrows display took place at the RAF Waddington International Air Show in



July 2013, during the team's 49th season, and the year concluded with a highly-successful tour of the Middle East. In 2014, the 50th display season was marked as a major milestone with a series of celebrations throughout the year. The Red Arrows were the main feature and theme of the year's airshows.

There were also television and radio documentaries, magazines produced and even a high speed train named after the team. A special, one-off, tailfin was revealed on the team to recognise the anniversary season, with the design incorporating both a Gnat and Hawk jet outlines to reflect the two types of aircraft flown by the team in its history.

For the 2015 season, instead of returning to the traditional three-stripe tailfin livery used since the 1960s, a fresh new paint scheme was revealed on the jets during a live television broadcast from RAF Scampton. This Union flag-inspired design features flowing red, white and blue lines and emphasises the Red Arrows' role as national ambassadors for the United Kingdom.

In September 2016, after a busy domestic season, the team embarked on its biggest overseas tour in a decade. The nine-week deployment to the Asia-Pacific and Middle East regions covered

▲ For the team's 50th display season, in 2014, the Red Arrows Hawks were given a one-off tail scheme, as shown in this view of XX278 on a transit flight.
Photo: MoD/Crown Copyright



▲ The Corgi Hawks come supplied with a cradle stand to display the model on.



▲ The first Corgi 1/72 scale Red Arrows Hawk to be released was AA36001 which models T.1A XX294 in the livery worn from the 1980 season until 2008.



▲ A number of optional detailing parts are supplied with the Hawks to offer a choice of undercarriage up or down, the latter as shown here.



◀ In 2016, Corgi celebrated its 60th anniversary with a range of products in distinctive packaging, one of which was a Red Arrows Hawk with the reference number AA36012.

20,000 miles. The tour took the Red Arrows to 17 countries including visiting China for the first time in the team's history.

It is estimated the team's activities were seen by a global audience, in person or through media channels, of up to one billion people. The deployment contributed to the Government's GREAT campaign, supporting UK interests across business, trade and education and promoting the best of British innovation, technology and creativity.

For 2018, the Red Arrows spearheaded celebrations marking the RAF's centenary, including providing the colourful finale to a flypast of more than 100 aircraft over central London in July of that year. In 2019, the team carried out its largest-ever tour of North America, spanning 11 weeks, with award-winning, coast-to-coast performances that reached hundreds of millions of people and supported a range of UK businesses, trade and interests.

A much-deliberated move to a new Lincolnshire home, RAF Waddington, came in late 2022, with the team leaving its celebrated home of RAF Scampton after a near 40-year presence there. This year marks the 59th display season of the Red Arrows.



REDS IN MINIATURE

Corgi's diecast model of the Red Arrows Hawk in 1/72 scale catches the aircraft in very good detail indeed. All main livery variations carried by the Red Arrows' Hawks have been applied to the range of models available, as well as most of the minor additions, so just about whatever era is your favourite you can represent it.

The model has a length of approximately 160mm, including the pitot tube, and a wingspan of approximately 130mm. It comes supplied with a cradle stand to display the model on. In the box are numerous detailing options. These include parts to represent the undercarriage up or down and the specially-adapted pod that carries the dye which produces the Red Arrows' characteristic red, white and blue smoke seen during displays and flypasts.

Of particular note is the pilot figure, only one being supplied in the front seat, as seen during the team's displays. The figure has a red flying suit, green life preserver, black flying gloves and white flying helmet with a red arrow on it. All those characteristics are accurate as with the flying clothing used nowadays. I find this level of detail being applied particularly impressive.

Another impressive detail is the representation of the dye nozzles above the tailpipe. In real life, there are three of these used to inject coloured dye into the jet exhaust to produce the red, white and blue smoke. They are included on the Corgi Red

▲ A close formation of Red Arrows Hawks in transit wearing the team's current livery, which includes a stylised Union flag tail. Photo: MoD/Crown Copyright

▲ The box artwork for AA36017 - the most recent Corgi release.



▲ Corgi's representation of the 50th display season tail scheme.



▲ The pilot figure fitted to the Corgi 1/72 scale Hawks is particularly impressive, as it even includes a representation of the red arrow paintwork as applied to the pilots' helmets.



▲ Corgi has even modelled the three pipes which inject dye into the jet exhaust to produce the red, white and blue smoke.

Arrows Hawks.

The first Red Arrows Hawk to be released was T.1A XX234, representing an aircraft of the 2005 display season. It wears what I call the traditional Red Arrows livery, with a three stripes colour scheme on the tail and the wording Royal Air Force carried on the forward fuselage white stripe below the pilot. This Aviation Archive model was numbered AA36001 and released as part of the Aerobatic Display Teams sub-range.

In 2008, the livery was revised as the RAF became more 'brand aware'. Instead of small Royal Air Force wording it was enlarged in white and placed along the centre fuselage replacing part of the white stripe. The paintwork on the Corgi Hawk was suitably revised and a model was released as AA36008. The box also carried the official RAF Red Arrows logo wording as it was released under a Crown Copyright licence.

As detailed in the history section, for the 2014 season, the Red Arrows team marked its 50th display season with a special one-off tail design. This featured both Gnat and Hawk jet outlines to reflect the two types of aircraft flown by the team in its history. These were incorporated to Union flag type design. No AA36011 was released with this tail design, and is one of the hardest Corgi Red Arrows Hawks to find on the second-hand market.

The next year, instead of the traditional three-stripe tailfin, a fresh new paint scheme was revealed featuring a Union flag-inspired design with flowing red, white and blue lines. This design features on the Corgi model AA36012, which was released in special packaging to mark Corgi's 60th anniversary in 2016. Instead of modelling one aircraft in particular, included in the box was a sheet of decals to allow the collector to choose the registration.

As the RAF celebrated its 100th anniversary in 2018, it produced an 'RAF 100' logo. This was applied to the Red Arrows Hawks for that season, placed directly above the fuselage roundel. Corgi naturally obliged with the release of AA36015, representing Hawk T.1 XX245 wearing the logo.

The latest Red Arrows Hawk to be modelled is Team Leader Red 1's T.1A XX322, as flown on the North American tour of August to October 2019 with the reference number AA36017. At the time of writing, this model is still available to be ordered directly from Corgi at just £41.99, down from the original price of £59.99.

All in all, the Corgi Red Arrows 1/72 scale Hawk is an excellent model. It captures the lines of the Hawk in great detail and is available in all the liveries used to date. Countless fans of the Red Arrows will have one of these models displayed to show their allegiance to the RAF's famous aerobatic team. So here's to a great 2023 display season, both in the air and on your model shelf! **DC**

ACKNOWLEDGEMENTS

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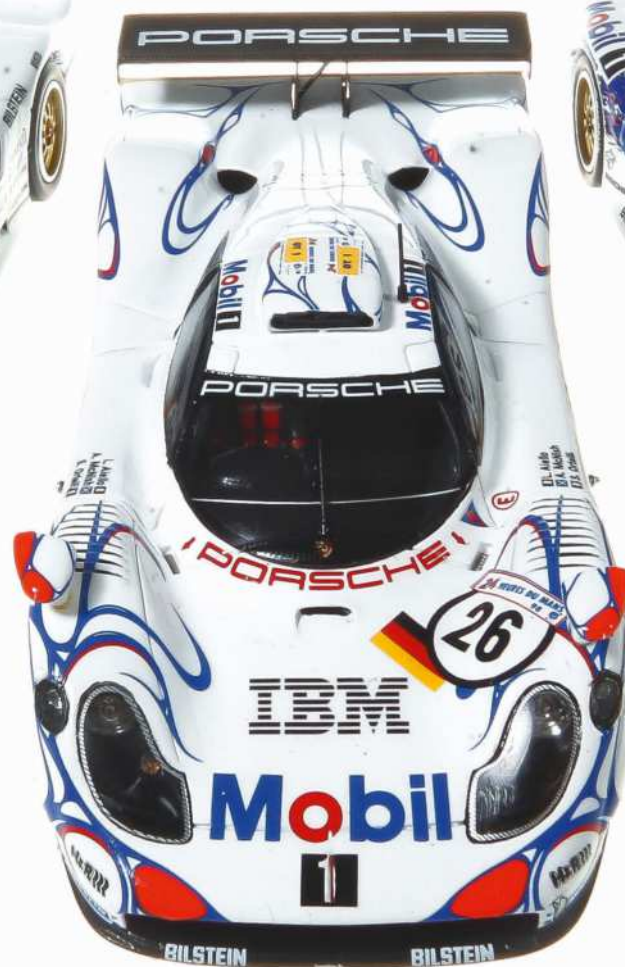
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The last victorious 911

It is already 25 years since Porsche won Le Mans with a '911' for the last time. **Francisco Mota** tells why the GT1 project was not an easy undertaking, requiring three years and three different generations to achieve glory. **Photos: João Carlos Oliveira**

When the McLaren F1 GTR won first time out at Le Mans, in 1995, Porsche customers that took part in endurance racing series realised the 993 series 911 GT2 Evo they were driving would no longer be enough to fight the British supercar. The GT1 regulations, based on street supercars, meant a racer had to start from a standard production vehicle. The 993 series 911, with its rear engine and steel frame was light-years behind the carbon fibre, mid-engined McLaren F1. Since the BPR Global GT series had begun,

▲ Three generations of the 911 GT1: 1997 Evo (left), 1998 GT1-98 (centre) and the original 1996 design.

in 1994, selling 911 GT2 Evos for customers to race had been good business for Porsche's racing department. However, at the end of the following season, gentleman drivers were asking for more, so Porsche engineering at Weissach got to work. It was not simply a case of evolution anymore – some extreme measures were needed, starting with the engine placement itself. The iconic flat-six changed from air-cooled to water-cooled and, together with its gearbox, were rotated 180 degrees and placed ahead of the rear axle. The first mid-engined 911-based car was born. Moving



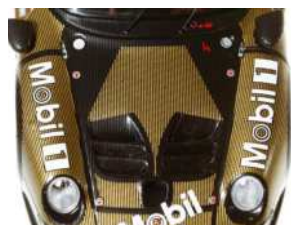
▲ These are the test cars as they first appeared on track - the 1996 GT1 on the left, and the 911 GT1-98 on the right. Both modelled by Spark as 1/43 scale resincasts.



▲ The entire bodies are covered in decals, replicating Kevlar and carbon fibre, making for a very unusual pair of scale models.



▲ Some sponsors were hastily applied to the 'nude' bodywork for the early tests of each of the 911 GT1 generations.



▲ This was the very first 911 GT1 to roll out of Porsche's racing department in Weissach.

the engine forward made possible something the traditional 911 layout never could – to have room for a rear diffuser, as big as the regulations allowed. At the same time, weight distribution front-to-rear improved considerably and the wheelbase was longer, giving the new car superior high-speed stability. It also made life easier for the narrower tyres that GT1 cars had to use by regulation, compared with the prototypes.

The 911 GT1 project was not only about making a racing car, a street version was mandatory, even if only one example had to be built. However, the street version had to gain homologation from the authorities for regular road driving and even needed a license plate. This proved to be both expensive and time consuming. To save time and avoid a new set of costly crash tests, the 993 series 911 steel structure was the basis of the first generation GT1.

First sketches were ready by June 1995. To keep the car as low as possible, the Speedster version windscreen was used, but the standard 993 dashboard was maintained. The car was only 1.10 metres high, featuring a roof air scoop for the intercooler.

The car had to retain the same glass area and the same doors, while the marketing department asked for the racing version to be as close as possible to the regular 993. Headlights and taillights were the same and even the shut lines between front bonnet and the wings were identical. Of course, racing wheels were much bigger, so the GT1 ended up being 21cm wider.

A tubular space frame complemented the steel structure at the rear, including the roll bar. The

suspension was of double-wishbone design at the front and multilink at the rear. After 33 days of wind tunnel testing, a second spoiler was added, under the rear wing. It hid the rear lamps a little, so the marketing people were not pleased.

The flat-six, double-turbo engine was the same as in the 1994-winning Dauer Porsche, with 3.2 litres and 600 hp, delivered to the rear wheels by a six-speed manual gearbox. The road version initially had the same 3,249 cc engine as the 993 road car, with 300 hp, and it was homologated for road use on the 24th April 1996. Before that, in March, racing chassis 001 was ready and sent to Estoril for the first private tests.

After five days of intense work, the only problem reported was a loose mirror. Further tests would follow before the official Le Mans test days on 28th April, where the pair of 911 GT1s set the 11th and 15th fastest times (2nd and 5th in class). In June, while qualifying for the race, they did much better, with places on the first and second row of the grid, mixed with the two Joest Porsche WSC95 prototypes. The race saw one of the Joest prototypes take the win, leaving the GT1s in second and third place. They'd beaten all the McLaren F1 GTRs in the GT1 category, but missed the overall victory.

A DEEP RETHINK WAS NOT ENOUGH

Porsche got twenty orders for the road car in the following week. Buyers would get a detuned version of the race engine, with 544 hp at 7,000 rpm. The car was slightly softer, a little higher off the ground, had a less aggressive LSD and a clutch that was easier to manage. In the following months, the 911 GT1s won three races in the BPR series and a further thirty orders arrived for the racing version, at one million dollars each.

Everything looked good for 1997, with the

PORSCHE 911 GT1'S LE MANS WIN 25TH ANNIVERSARY



► The differences between the first and the last generations are clearly visible from this rear angle.

◀ Side by side, models of the two mandatory road cars Porsche had to build so the racing version was homologated for the track.

BPR series giving way to the new FIA World Championship. AMG decided to enter the series with the CLK-GTR and its 6.0-litre, naturally aspirated V12. That led to changes in the technical regulations that were not in Porsche's favour. Intake restrictors were to be 10% narrower for turbo engines, to put them on the same plane as the non-turbo AMG V12s. This meant that the 911 GT1 lost 60 hp at the start of the 1997 season. An evolution was expected for Le Mans and the changes were so many that Porsche had to build a different road version. The 911 GT1 Evo featured new aerodynamics and followed a shape inspired by the new 996 series 911 road car. All external panels could be retrofitted to the previous version, so privateer teams could update their cars. Estoril was again the track chosen for the first private tests in March. The following month, the best 911 GT1 Evo set the third fastest lap at Le Mans test days. In the race, both cars lead for a while, until one caught fire, three hours from the end, while the other hit transmission troubles. The very same Joest Porsche prototype won Le Mans again. With Mercedes dominating the season, the FIA let Porsche return to the bigger air restrictors, however, the 911 GT1 Evo would not win a race that year.

This was a turning point for the Porsche 911 GT1 programme – another evolution was needed. Porsche's management was brave enough to decide



▲ A license plate on a 911 GT1-98, this was a rare sight on German roads.



▲ Exhaust detail on the original 1996 design.



▲ The marketing department asked for the rear lamps of the road car to be used on the racing version.

on that as early as November 1997. It wanted to celebrate the company's 50th anniversary with another Le Mans win. A new car was designed from scratch. This time made from carbon fibre with a rear steel tubular sub-frame. The fuel cell was now behind the cockpit, making the car longer and that made the flat bottom and rear diffuser work better. The suspension was now a proper 'pushrod' affair and the gearbox was sequential. The engine was slightly improved, with a capacity of 3,198 cc and 550 hp at 7200 rpm. The body was developed by computer simulation, so the wind tunnel time was much reduced.

After several problems early in the season, the new GT1-98 arrived at Le Mans with modest hopes of victory. But the AMGs had engine problems early on, and Porsche saw off an impressive list of factory entries from Toyota, Nissan, Panoz and BMW to take a comfortable 1-2 at the finish line. It was Porsche's 16th outright win at Le Mans and the company subsequently announced its retirement from racing at the highest level for the foreseeable future.

SCALE MODELS

Reproducing the 911 GT1 saga, with 1/43 scale models, is not a very difficult task. You even have the choice between at least two model manufacturers – Spark and Minichamps, depending on whether you



▼ Porsche entered these two cars in 1996. On the left, the Minichamps interpretation, on the right is the version by Spark.



▲ Teardrop headlights were a new feature for the 1997 version, following the new 996 series 911 road car that Porsche had just launched.

▲ In 1997, Porsche entered an evolution version called the 911 GT1 Evo. A completely new aerodynamic concept, very well rendered by Minichamps on this pair of diecasts.

► The new rear featured the taller rear lamps from the 991 series road cars, semi-hidden by the long tail body.



prefer resincasts or diecasts. For this story, we have a selection of both, and even added a one-off from Onyx, a brand owned by the Vitesse Cinerius Group. You can find models reproducing the early test cars, road cars and the three generations of racers. Our selection concentrates on the works cars, however, there are also replicas of many privateer teams that raced the GT1.

Starting with test cars, we have a pair of resincasts launched not very long ago by Spark. They represent the original 911 GT1 and 911 GT1-98 as they were seen during early season private testing. In both cases, the body is completely covered by decals, simulating the unpainted carbon fibre and Kevlar panels. The job is perfectly done, including some of the major sponsors. The 'livery' does not allow a perfect perception of all the shapes, but this was probably intentional on the real car for those private tests – Porsche wouldn't want to reveal everything about the new cars at that stage.

The next pair of models are painted pristine white, featuring the original 911 GT1 and 911 GT1-98 road cars. Minichamps released both, many years ago, and they still look great. However, for



▲ Very small air intakes on the rear bodywork are perfectly reproduced by Spark on its 911 GT1-98.



▲ The rear of the 1998 version had a much more developed aerodynamic package, including a new diffuser.

this photo session we brought the newly released models by Spark. Even if both road cars show precious little difference to the racing cars, there are enough to identify them as such. Wheels are one-piece, crossed-spoke affairs, painted metallic light grey, and suspension looks to be a little higher. There are no front hood or engine cover race fasteners and the 1998 car even features license plates, front and rear. Look inside both cockpits, not an easy task, and you can see there are black seats that look closer to normal road car seats, and fewer instruments in the panels. Steering wheels also look a little bit more civilised.

The next pair are the two works cars entered for the 1996 Le Mans 24 hours race. The Mobil livery looked very dramatic at the time and it still does today. At first glance, this pair looks identical, but car number 25 is by Minichamps and number 26 is by Spark. Look again and you can spot the differences. Spark's model is a little wider, enough to make it feel closer to the real car. Headlamps have a little more depth in Spark's model, and the same can be said about the auxiliary lights. Minichamps model features blue mirrors and windscreen sun stripe, a

▼ The pair of 911 GT1-98s ready to race in 1998. To differentiate one car from the other, red and yellow detailing was used on the mirrors and nose.



PORSCHE 911 GT1'S LE MANS WIN 25TH ANNIVERSARY



▲ The same 1998 winning car, reproduced by three model makers. From the left: Onyx, Spark and Minichamps. Spot the differences!



▲ A rear view of the same three models, in the same order. From the left: Onyx, Spark and Minichamps.

way for the team in the pits to distinguish one car from the other. Minichamps chose a slightly darker shade of gold for the wheel inserts, that is probably closer to reality. Spark, on the other hand, has photo-etched wipers, better than Minichamps' plastic items. Probably the main difference is the colour of the graphics painted on the engine cover, where the rear window would be – darker on Spark's model and lighter on Minichamps' interpretation. From period pictures, it is not so easy to decide which is best.

In 1997, Porsche unveiled the second generation Evo and Minichamps reproduced the pair of cars entered at Le Mans. Spark has this pair booked as a future release, so we will have to wait a little for that. Meanwhile, we have two superb diecasts to admire, featuring shapes completely different from the previous cars. The teardrop headlamps, as used by the contemporary 996 series 911 road car, are correct and the air entrance beneath is smaller for this second generation. The front wing is more profiled and the side of the car looks flatter. The rear panel has the taller lamps, as per the 996 road car, and bigger air vents to let out hot air from the engine compartment. All of this is well replicated by Minichamps, as is the case for the double exhaust, roof aerial and 'faux' rear window, surely a feature ordered by the marketing department. In both cars, the livery pretends to replicate the air flow lines, behind each wheel, and from the air scoops on the front hood.



▲ A comparison, side-on, of the evolution of the tail design across the three generations: 1996 at the rear, 1997 in the middle and 1998 to the fore.

For the 1998 version, we have a pair of models from Spark. This one looks immediately lower, with the wheel arches higher than the side pods. The aerodynamic concept is also different, with fewer air intakes around the body and a much narrower cockpit. Spark didn't miss the unique shapes of this car and made a pair of extraordinary scale models. Headlights have real depth, plus we can actually see inside the cockpit and observe racing seats, steering and dash. The livery looks much more complex, but well rendered. The winning car had red mirrors and the other one had yellow, plus small portions of those colours in the nose. Looking at the car from behind, it's easy to imagine that, at this point, the marketing team stopped making requests. It's close to impossible to establish any kind of similarities between the 911 GT1-98 and the 996 series 911 road car. In the racing car, the rear aperture is just painted black to hide all the mechanicals.

To end this story on a high note, we join together, for comparison, a total of three interpretations of the 1998 Le Mans winner. Next to the already mentioned Spark resincast, we have the Minichamps diecast and an Onyx model made from ABS plastic. Look at the pictures and spot the differences – we just leave you some hints. Look at the relative position of both wing mirrors, see the livery graphics on the engine cover, notice the height of the windscreens and the shape of the roof air scoop. There's plenty to discover here. **DC**

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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.

VINTAGE CORGI RESTORATIONS

Following on from the Corgi Toys Gift Set No 11 E.R.F Dropside Platform Lorry and Trailer with Cement and Plank Loads restored in the January issue, I've now refurbished a similar pairing for display together. Corgi Toys No 452 Commer Dropside Lorry and No 100 Dropside Trailer have both been languishing in my 'to do' box for sometime, along with two more Corgi Cargoes loads – No 1486 Marston Bricks and No 1487 Milk Churns.

As with the ERF set, the key was finding examples that were a little tired, but complete. As the components were all only lightly playworn, I could take a short cut again and, rather than completely dismantle and strip, I only removed the small baseplate under the lorry cab, so that I could remove the windscreen. I then cleaned and lightly sanded

▲ **Recent vintage Corgi restorations** – to go with my recent Gift Set 11 renovation (January 2023 issue), I've now completed the Commer Dropside with trailer to go with it, complete with two more Corgi loads. Plus there's a rejuvenated Corgi Studebaker for good measure.

down the metalwork on the lorry and the trailer, masked the hubs and axles, primed the parts (white for the trailers and grey for the cab and chassis) and then sprayed the top coats, before reassembly. The cargo loads were in pretty good condition, so I just gave the churns a quick spray over to freshen them up – the Marston bricks were kept as they were bought.



▲ The next Corgi Toys renovation project, and it's a biggie!



▲ This is what I started with for the Commer Dropside and Trailer.



▲ Here's the tired and playworn Studebaker 'before'.

This was another really simple and quick restoration, and very pleasing to complete. In total, it all came to just under £30, including the purchase of the original Corgis and loads, as I already had all of the spray paint cans 'in stock'.

The No 211 Studebaker "Golden Hawk" was another easy upgrade. The basic model cost just a few pounds, but the tyres were good, as was the window unit – so no extra parts were required. The baseplate rivets were drilled out, using my trusty 4mm drill bit, and the baseplate itself quickly removed. Once fully dismantled, the body was stripped in a caustic solution (please follow all the necessary safety precautions if you use this method) and then buffed with very fine steel wool.

Again, once primed, I already had a nice powder blue in my spray can stash for the top coat (something to do with all the Gulf-sponsored racing cars I collect!). Once reassembled, the gold fin flash was detailed using a gold metallic Sharpie marker, and the grille and bumpers with a silver one.

So "what's next?", I hear you ask. Well, finishing these vintage Corgis reminded me that there is another Corgi-based project that I've been meaning to start for some time. I brought all the components together a few years ago, and they've been sitting in a box on the shelf behind my desk in the office since then. I've even already bought the reproduction parts required – windscreens for the MGA and the Austin Healey from 'Acme 3000' on eBay and decal sets for the transporters from Steve Flowers (www.model-supplies.co.uk).

It started out as being just Gift Set 1 that I wanted to restore – but, as these things go, soon I realised that I had so much more than I needed. So much so that I have two transporters and a host of cars, to the point where I can pretty much replicate Gift Set 1A and Gift Set 1B too! I just need one more transporter and some spare time... **DC**

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

Following on from all the recent excitement of receiving the front bodywork section (see the May issue), we've now received the huge rear deck, the windscreen, headlight buckets, the second door and the rear wing, plus assorted other details.

First job to be done with this batch is to swap out the left-hand front light unit that was supplied earlier as this has been modified so that both lights can now be illuminated. Then in goes the windscreen and both doors are fully hinged and latched (neat mechanisms that will allow the doors to be displayed open). The screws for the glass in the doors looks a little cumbersome, so I plan to revisit this once the model is finished. Talking of revisiting, the top of the front roundel decal is here, as is the roundel for the offside door, but I've saved them for later – I don't trust myself not to scratch them whilst doing the final build stages! Then the rear deck was fitted and the small rear aerofoil attached too.

We're so very nearly there, with just some final bodywork to come (sills) and some fitting tweaks – the two-year journey is nearly over. But what will our next big Ixo project be?

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 next three packs have arrived and there's plenty to be getting on with.



▲ All fitted and looking very nearly complete – only a few stages to go now. It's huge!



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76CUS002 Ford Transit Custom White...£7.50

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76ACM002 AEC 690 Cement Mixer Yellow and Black...£19.50



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1:72 Scale

Corgi - Aircraft - military



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13cabs

13cabs
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Our resident Aussie, Mike Pigott, looks at this small range of Australian taxis made by French company Majorette.

The Majorette company dates back to 1961, when it was founded in Lyon, France. Initially the company was called Rail-Route, as it produced mainly diecast and plastic miniature trains and rolling stock, but gradually motor vehicles appeared in the line and it was renamed Majorette in 1967. Majorette was very much the French equivalent of Matchbox, as it produced good quality miniature vehicles that were solidly made and featured plenty of play value. Majorette also produced long vehicles and large-scale models, similar to Matchbox's Two Pack / 900 and King Size ranges.

In the 1990s, Majorette was acquired by the Ideal Loisirs group, and production was moved from France to Thailand. Then, in 2010, the company was sold again, this time to the German toy company Simba-Dickie. Majorette was re-purposed as a brand of quality diecast miniatures along the lines of Siku and Tomica, and sold at a higher price-point than cheap ranges like Matchbox and Hot Wheels.

Although still nominally a French brand, as part of a large conglomerate, Majorette achieved greater market penetration around the world. One niche that Majorette specialised in was producing limited editions for countries that didn't have their own ranges of diecast miniatures. Special models in regional liveries were made for various foreign nations including Thailand, Taiwan, Hong Kong, United Arab Emirates and Australia. This helped the brand become widely collected outside of its traditional French home market.

13CABS

The largest taxi company in Australia, 13cabs was founded in Melbourne in 2010 when two large

- ▲ The full miniature fleet.
- ▼ 13cabs exclusive packaging.



- 1 Toyota Corolla in white.
- 2 Rear view of white Corolla.



private taxi firms consolidated to take on foreign app-based car services. Success of this operation led to consolidations with traditional taxi companies in other cities, including Sydney, Brisbane and Adelaide, and many large regional cities. The company is now represented in all Australian states, including the island state of Tasmania. The company name comes from its phone number, which is 13-2227 (13-CABS). In addition to app-based bookings, 13cabs can also be booked by phone or hailed on the streets.

At first, the cars used by 13cabs were mostly Ford Falcons in the regulation colour of pale yellow.



However, the demise of the Australian motor industry has meant that that other marques are now used – mostly Toyotas. The vehicles are now painted in company colours, either black or white, with orange logos and roof lights.

MAJORETTE

Australian toy and hobby shops carry a wide range of diecast brands and, in recent years, Majorette has become increasingly popular down under. A number of promotional models have been produced for Aussie companies, including a local bus line and Australia Post. Three taxi models were commissioned by 13cabs in 2019, and were distributed with the standard Majorette range – these were also sold as limited editions in other countries. The cabs were not new castings, and used existing Majorette models – fortunately, these happened to be the exact vehicles used by 13cabs.

TOYOTA COROLLA ALTIS

In production since 1966, the Toyota Corolla is one of best-selling cars of all time. No longer common

in the UK, it is one of the most popular cars elsewhere in the world, particularly in South-East Asia, and widely used there as a taxi. The Corolla Altis is also used by 13cabs in Australia – Altis is the name for the saloon version in some markets.

Majorette produced two versions of the Corolla Altis in 13cabs liveries – one in black and one in white. The model is extremely faithful to the real thing, and features wing mirrors, a printed grille, plus clear plastic headlights and tail lights. An orange company logo is emblazoned across the doors, with a big “13” on the bonnet. Phone numbers and online booking information is printed on the front wings, rear pillar and back bumper. An orange plastic taxi sign is mounted on the roof with the 13cabs logo in white. The base is black plastic and fitted with realistic twin five-spoke wheels, while the glazing is clear. The black plastic interior is well detailed, but unfortunately the steering wheel is on the left, which is the wrong side for Australia. Scale is given as 1/61.

TOYOTA HIACE

Another long-running Toyota model is the HiAce, a small commercial vehicle used as a delivery van or mini-bus. Rare in Europe, the HiAce is extremely common throughout Asia and Australasia where they are seen everywhere. For many years the HiAce and similar mini-bus types have been used in Australia as taxis – known as ‘Maxi Taxis’. These cost more than standard cabs and usually have to be booked in advance, but are extremely handy when going out with a group, or for families travelling to the airport with lots of luggage. A number of high-roof HiAce buses are in the 13cabs fleet, painted the standard white or black colours.

Majorette also issued a model of a Toyota HiAce, but in white only. It is a solid, impressive model in 1/69 scale. Painted gloss white, it has 13cabs logos on the nose, front doors, sides and rear door. There are also phone and app details on the front doors, rear flanks and rear door. The windows are clear and incorporate the headlights. The rear lights are printed on, as are the side window frames. The base is black plastic and the wheels are ten-spoke mags with working suspension. An orange light bar is fitted to the roof. The black plastic interior is well detailed with three rows of passenger seats – fortunately the steering is on the right side. The only faults are the side doors, which are partly moulded into the non-flush side windows.

PACKAGING

These models were sold in standard sized blister packs, with “13cabs AUSTRALIA” marked on the side. The card picture showed a black Corolla and white HiAce on an outback road with a kangaroo warning sign in the background.

Although these models were made for the Australian market, they were released in other countries as special limited editions. Majorette distribution can be spotty in the UK, but all three models shown were bought in London. **DC**

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Ford Escort Mk2 RS2000 by Vanguard



David Lynn details the models released so far by Corgi from its new tooling.

As a long-time Vanguard collector, its current fixation on Ford product to the near exclusion of other ranges is frustrating. On the one hand, it offers the justification that these are consistently best-sellers to a brand-loyal and enthusiastic following, the models themselves are regularly offered in enticing liveries and carefully selected variations, and on a personal level it has provided many opportunities over the years to fill pages of this magazine with articles. On the other, I'd love to see a more adventurous and balanced perspective across the wider landscape, spreading the choice offered to collectors and recapturing some of the early Vanguard ambition. That said, there are still untapped niches within the Ford legacy, and Vanguard has found another with its new Escort RS2000 Mk2 to unleash a flurry of so far six versions, and this review welcomes their arrival as very attractively and endearingly executed.

To set a context, in the mid-1970s, Ford Europe was being created from the British and German arms of the empire to share product, although still being allowed a certain amount of independent

national activity. The Escort Mk2 continued its predecessor's strong motor sport presence on the track and in rallying. Ford therefore created a hierarchy of sporty models starting with the Sport as a boy racer road car and partial replacement for the Mk1 GT, the Mexico as a more boy-racery version with potential crossover into budget competition categories, and the RS1800 with its Cosworth-derived BDA engine for full blown rally/track use. The RS2000 sat alongside this as predominantly road-focused with more comfort, a distinctively restyled nose, and a sporty mechanical spec, but with enough capability to allow competition use in Group 1 categories, for instance winning the 1976 Avon Tour of Britain and some rally awards.

It debuted at the 1975 Geneva show, but only reached showrooms in January 1976. Developed by Advanced Vehicle Operations (AVO) in Aveley, Essex on the back of its Mk1 RS creations, it was intended for UK production until strategic rationalisation mothballed Aveley and switched manufacture to Saarlouis in Germany. The iconic nose restyling had several objectives, including marketing kudos to elevate it from mainstream boggo versions, improved

▲ The six liveries released so far create a vivid ensemble.



aerodynamics, and to tentatively preview a new styling philosophy from angular 1970s lines into smoother shapes, culminating a few years later in the jelly-blob Sierra and Granada/Scorpio.

The production sequence until the end in July 1980 is fairly simple – initial low level thick black side stripes linked the black bumper lines into a continuous circuit until their June 1976 replacement by waist-level coachlines, and in 1977 FORD grille lettering switched to the familiar blue oval badge. The vast majority were luxury spec, but this was only formally designated “Custom” in September 1978, when bronze tint windows were fitted, and many UK cars also received the optional vinyl roof. In August 1977, Ford launched the Series-X/X-Pack programme across several ranges, offering performance and styling upgrades, with the Escort receiving amongst other things a wider body kit with rectangular wing extensions and vents inspired by the German Zakspeed full-fat racers. These could be fitted on any Escort by RS dealers or as home kits, although Aveley built six showpiece examples and 300 RS Spezial editions were created in Germany.

◀ VA14900 - Ford's Signal Yellow original and Vanguard's miniaturisation combine for a near perfect combination. The join on the front wing for the nose moulding is equally conspicuous in full-size.

▼ Seen from the rear, the unfortunately exaggerated ride height is particularly apparent.

Focusing on the models, the VA149xx series RS2000 launched in September 2022, derived from the normal Mk2 VA126xx casting, which has had over 20 releases. This came from a period when Corgi was experimenting with CAD/CAM techniques for casting design, and in this case not getting the recipe correct so the models never quite looked right. Problem areas were the grille being too shallow causing shrunken headlights, the door outline and handle are too long, and the rear three-quarter proportions have a too thin rear pillar and a short, dumpy-looking boot without enough break in profile below the rear window. In addition, the ride height is exaggerated with a jacked-up rear giving a nose-down stance.

This was most evident on plainer unadorned liveries, but when Vanguards started weaving its magic to create modified versions featuring, for instance, front and rear spoilers, vinyl roofs, wide arches and complex liveries, these deficiencies became camouflaged, although the ride height was not resolved and they began to look distinctly over-tired when wider sports/racing wheels were fitted as these should sit within the arches rather than being exposed.

Whether deliberately or passively, the RS2000 avoids many of these issues, particularly with its shovelnose front introducing new proportions, bright liveries with black trim features, a rear spoiler and so on. My impression is also that they now sit more level although still too high, but pressing down on the roof gives a lower stance so maybe Corgi should just remove the squidge in the suspension. The blurb on the certificate for VA14900 claims it was the actual car used for creating a 3D digital scan for the new tooling, but as the underlying casting looks unchanged, I guess this only really applies for the new front.

VA14900 is presented as a normal 1978 Custom, including a fog light under the rear bumper. The all black interior is a bit of an unlit dungeon for investigating detail, but a 3-spoke RS steering wheel outline is present along with ‘horse-collar’ hollow

▲ CP14901 - Doyle's car from *The Professionals*, with inner display card, certificate and a reproduction of the artwork instructions.

ICONIC CARS

1



2



3



4



headrests. Maybe its greatest attribute however is the colour – simple but perfectly suited to the shape and it just makes me want to regress a few decades and zoom it round the kitchen table.

CP14901 (for Corgi Promotional) was commissioned by Tony Buller of "Professionalmania" as a fully-detailed depiction of Doyle's car from the 1978 and 1979 seasons of ITV's "The Professionals" – which may be the most blindingly obvious statement in this article, but is worth making explicit for reasons explored later. It marks the 45th anniversary of the series, was trailed in the news pages of this magazine, and offered exclusively by mail order – the edition of 1,045 sold out although there are lots on ebay at the moment. Its initial screen debut had no sunroof, but shortly afterwards it gained one, possibly as a device to illuminate the cabin and show the actor (Martin Shaw) doing action scenes.

The screen registration of PNO 641T was fake, but the real identity is well established as PNO 672R, an April 1977 Ford PR car updated to Custom details for filming. Tony has ensured an exact match of stickers and badges down to trivial details such as RS logos in the wheel centres and

1 VA14902 and VA14903 - the Series X twins with Zakspeed-inspired wing extensions.

2 Side on, VA14902 looks dainty when it should look low and brutal. But it's a lovely colour.

3 VA14904's police livery makes for a delightful model, enhanced by the simple steel wheels.

4 The Java Green livery from RS00002 is comparatively subdued, although boosted by a brown interior instead of black.

the retracted aerial in the front wing, and includes a reproduction of the artwork file. With the vinyl roof, it looks pretty well perfect. Although PNO 672R disappeared when Ford sold it on after filming, it survives, apparently undergoing extensive restoration. If further Professionals projects are intended, it might be more intriguing to swerve Ford saturation and pursue Leyland-supplied cars from the first series such as Bodie's Dolomite Sprint, Doyle's TR7 and Cowley's pre-production Rover 3500 SD1, all of which could be satisfied from Vanguards castings.

VA14902 introduces the widened Series-X bodywork, depicting one of the six Aveley builds. RVX 683R was widely used as a press/PR example in the launch film and well photo'd in period with magazine tests, but its fate is unknown with no indication that it still exists. The front spoiler is also increased, but compared to X-pack examples pictured online, the model looks a bit dainty. While real X-packs were created in a variety of circumstances to give an assortment of outcomes, something more macho seems more likely, sitting much lower and probably with wider wheels. However the modifications are convincingly executed – even extending to different solid headrests – and the deep shade of red produces an eye candy model.

VA14903 is another Series-X in white with a dramatic graphics package of blue door flashes repeated in small bonnet and boot logos, and black boot striping. An unfortunate side-effect of this scheme is that it submerges the bodywork extensions into near invisibility. It is modelled with a LHD interior and solid headrests, and the actual car is one of only two known survivors of the Aveley Six, originally shipped to Germany and registered there for publicity use, and after several years in a Belgian museum and a Saudi prince's London-based collection, is now privately owned with a British plate.

VA14904 shows a genuine Merseyside police example, XEM 645W, which entered service in January 1981, several months after production ended.

Number	Body	Livery	Plate	Edition	Packaging
VA14900	Plain	Signal Yellow	CLE 968T	2400	Perspex case & plinth
CP14901	Plain	Diamond White, black roof (The Professionals)	PNO 641T	1045	Card window box
VA14902	Series X	Venetian Red	RVX 683R	2400	Perspex case & plinth
VA14903	Series X	Diamond White, blue door & black boot graphics	YKO 512S	1200	Perspex case & plinth
VA14904	Plain	Diamond White (Merseyside Police)	XEM 645W	1200	Perspex case & plinth
RS00002 "1970s Ford RS Collection"	Plain	Java Green	GUF 215V	1400	Presentation tray with 2 other models



▲ The trio of plain colour liveries provides an eye-catching group.

The fleet of 25 also included XEM 650W, with both now fully restored and well-known from classic displays. Again this is a white example, distinguished by jam sandwich stripes and logo with front and rear signage and a roof light, accurately matching event photos of both cars. It has a couple of differences from the others with correct steel wheels for police use instead of alloys, and a brown interior which lightens the overall appearance to a surprising degree, although photos don't really capture this effect. One oddity apparent from online pictures is how much the protruding front POLICE sign moulding obstructs the grille, so maybe they were only used for short chases and pulled over when the temperature gauge went into the red.

The final current release only comes in a 3-piece set, RS00002 "1970s Ford RS Collection", along with an Olympic Blue RS2000 Mk1 and a Capri RS3100 Mk1 in Diamond White, and like VA14900 is another plain Custom. GUF 215V is a March 1980 car, near the end of production without rear wing logos and well known from displays and as the cover photo car for a manual on restoring sporty Escorts, but its subdued avocado-like green doesn't generate the same 'wow' factor, despite the brown interior giving some depth.



▲ Set RS00002, also containing blue Escort Mk1 RS2000 and white Capri Mk1 RS3100.



▲ Oxford's unfortunately anonymised old banger livery for the Crayford Cortina from *Only Fools and Horses*.

▼ The perfect tailpiece?

In summary, despite some niggles, this burst of RS2000 activity provides the best iteration yet of the Vanguards Escort Mk2, with reduced distractions from the overall shape and some very detailed depictions to enjoy and I'm very pleased with my collection. It's also going to be interesting to see what further liveries emerge. Trofeu explored many options with its casting 20+ years ago, with attractive colour schemes for road cars and several rally liveries, including some recent arrivals.

Finally a tangential comment about the bewildering machinations of licencing arrangements. Tony's project involved detailed negotiations, but despite emblazoned packaging and inserts referencing Professionalmania and C.I.5, there is no mention of *The Professionals* or Doyle, and no screenshots from the series.

A more absurd situation surfaced for Corgi's recent CC91990 Screen Stars set of the Capri Mk3 twins (VHK 11W in bronze and 12W in silver) used by Doyle and Bodie respectively in later seasons of the series. They are presented in a glamorous gift box but completely anonymised, although collectors and series fans seem to have easily seen through this subterfuge. Corgi has a long tradition of successfully producing fully-identified film and TV icons, including previous *The Professionals* Capris, so it's bizarre that agreements were not reached this time.

Further contradictions can be found in previous Corgi and affiliate releases such as the anonymous Cortina 2000E from *Life On Mars* alongside the fully identified Audi Quattro and Granada police car from its *Ashes to Ashes* sequel, various unattributed Cortinas and Granadas from *The Sweeney*, and so on. Oxford's recent black, unprovenanced Cortina Mk2 Crayford in a carefully-detailed, but unappetising old banger livery only makes sense if linked to its *Only Fools and Horses* origin, which previously triggered a stream of fully-identified Reliant vans and Capris. Maybe these failures mean reduced shelf prices without licencing fees, but it all seems strange and ultimately unsatisfactory. Perhaps an explanatory account from someone experienced in these processes can be included on these pages to clear some of the smoke? No doubt it would have to be sanitised to respect commercial sensitivities, but it could still be a fascinating read for bemused outsiders. **DC**



Fast and Fancy

With Ixo's new release of the 2019 Le Mans GTE Am class winner, Rick Wilson completes a trio of models of the car in different scales.



▼ Three versions of the 2019 GTE Am class-winning Porsche 911 RSR 1/18 and 1/43 scales by Ixo and 1/64 by Sparky.

There has always been a fascination by manufacturers and teams to run cars in special liveries for the Le Mans 24 Hours. There have been plenty over the decades since the famous Andy Warhol BMW M1 'art car' that ran in the 1976 edition.

In 2019, the Team Project 1 entry ditched its usual WEC-season black and yellow livery and sported a most fabulous all-over wrap. Designed by American artist Richard Phillips, the #56 entry featured a multi-coloured design that encompassed some of Phillips' earlier art works. The new look was unveiled ahead of the pre-event Test Day, held two weeks before the race itself.

The car's livery was created in co-operation with Porsche Digital using the 'Second Skin' wrapping technique that was soon to be made available to Porsche customers worldwide. Artist Phillips commented, "This is a great chance to display my art in a completely new way. I decided to combine three works for this Le Mans design. That's a new aspect and shows how everything in terms of car design can be transposed and put into practice. I'm very proud of the result and hope to provide fans with a lot of pleasure."

Project 1 went into the 2019 Le Mans season finale of the WEC leading the GTE Am class championship, with its drivers Egidio Perfetti, Jörg Bergmeister and Patrick Lindsey holding a 23-point lead over the Spirit of Race Ferrari crew. During the race, the GTE Am class proved to be an incredibly competitive affair, with the first three places going to cars on the same number of laps – always an amazing achievement after 24 hours of racing. Initially, Project 1's #56 entry finished second, but the 'winning' Keating Motorsport Ford GT was disqualified at post-race scrutineering when it was found that the car's fuel tank was a little larger than the regulations allowed. So Project 1 were promoted to the race win, and with it took the championship too.



▲ The real car hurtles into the Dunlop Chicane during qualifying for the 2019 Le Mans 24 Hours. Photo: Rick Wilson

SIZE MATTERS

This was obviously going to be a popular miniature replica, but what a challenge for the model manufacturers to recreate that livery! Ixo released its 1/18 scale version last year, but now it has been released in 1/43 too – available in the UK through John Ayrey's (www.ayrey.co.uk) for wholesale enquiries, or contact your preferred sales point for retail purchases.

Joining the Ixo pair is a rather delightful 1/64 scale version by Sparky (Spark's 1/64 scale brand). Released a couple of years ago, this truly is a masterpiece, given the size we are talking about – all the artwork detail is right there.

Focusing again on Ixo's new model, it has been released as part of its premium Limited Edition Series (as was its bigger sibling last year). But as a complete Le Mans nerd, I have to point out one glaring error on the new 1/43 version – the font for the race numbers is completely wrong and, to me, sticks out like a sore thumb. It was correct on the 1/18 release, so I can't even begin to guess what happened here. It's such a shame as the rest of the model is stunning, just like the real car, of course. **DC**



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Jurassic Park by Tomica

Mike Pigott continues his series on *Jurassic Park* as we examine the models made by Tomica of Japan.



As we have seen in previous instalments, there were diecast tie-ins with every *Jurassic Park* film. However, very few of these were faithful to vehicles seen in the movies, with none of the original trilogy having accurate diecast replicas of the machines seen on screen. It wasn't until the second round of films, beginning with *Jurassic World* in 2015, that there were some accurate diecast models that resembled those in the movie, made by Jada – as seen in the May 2020 issue.

The situation seemed to change in 2018, when a number of very accurate models based on vehicles seen in all five *Jurassic Park* films were released, possibly due to stricter rules from the licensor. Matchbox produced a very wide range of model vehicles that were extremely authentic to the vehicles featured across all five films from the franchise. This was surprising, given that Matchbox had produced some truly awful and unauthentic models purporting to be from *The Lost World: Jurassic Park* and *Jurassic World*.

TOMICA

In recent years, Japanese company Tomica has produced several licensed models, either as part of its 'Dream Tomica' line of fictional vehicles, or in some

▲ The three different box types.



▲ One of the official movie posters.

cases lines devoted to a particular franchise, as was the case with *Thunderbirds* and *Batman*. In 2018, Tomica released a single Jurassic Park vehicle to its Dream Tomica Range. The model was based on one of the Ford Explorer Tour Vehicles, which were seen in the first film in the franchise, *Jurassic Park* (1993). In 2019, there were two additional *Jurassic Park* models that were sold exclusively at the Universal Studios theme park in Japan.

JURASSIC WORLD TOUR VEHICLE

In *Jurassic Park*, one of the park's big attractions was a safari-type ride that took groups of visitors through the dinosaur pens. The ride used driverless Ford Explorer vehicles which followed a pre-set track through the park. The Ford Explorer is a large, four-door SUV that was first produced in 1991 – these first-generation models are used in the film. Why they used SUVs at the park instead of a monorail or cable car is uncertain, perhaps they gave more of a 'safari' feel, or possibly there was a product placement deal with Ford.

The vehicles used in the film were Ford Explorer XLTs with 'vista' style roofs, which were raised roofs with clear panels over the passenger area – all the better for looking up at huge dinosaurs. They were



▲ The 'real' Jurassic Park Ford Explorer.

▲ The Dream Tomica version of the Ford Explorer, complete with Vista-Roof.



The finish is very eye-catching, with a bright green body, red roof and yellow sills and bumpers. There are "Jurassic Park" logos on the bonnet and sides, plus "05" fleet numbers on the rear flanks. Red scaly stripes are printed on the bonnet

and door tops. However, the model is incorrectly called 'Jurassic World Tour

Vehicle', when it actually appeared in the earlier film, *Jurassic Park*. It was No 141 in the Tomica range, and came packaged in a standard size box with a photo of the model superimposed over a jungle background.

JURASSIC PARK CAR

Although similar, this is a completely different model and was not part of the Dream Tomica sub-series. Instead, it was a model made exclusively for the

painted lime green with red tops and yellow sills, and stripes representing dinosaur scales on the bonnet and sides. However, in reality, the Explorers used in the film were not automatic driverless vehicles, and this was only an illusion. They actually had concealed driving seats in the rear load area, and were steered by a hidden driver facing rearwards and using a TV monitor for forward vision. The Explorers were modified by the famous 'King of the Kustomisers', George Barris, who produced a huge number of special cars for movies and TV, including the original Batmobile.

The Tomica model is extremely faithful to the real vehicle, and very nicely finished. The body casting is well shaped, and includes the bulge on top for the vista roof, with three bumps supposedly representing spotlights. Unfortunately, it has a fault common to many Tomica models, in that the rear window is cast solid and painted black in order to disguise the rivet holding the base in place.

The base is completely flat and includes the running boards, while a separate black plastic bull-bar with silver spotlights is fitted to the front. The interior is in light grey plastic and is moderately well detailed, while the clear glazing includes the large sunroof. The wheels are narrow types with chrome hubs and four slots.

▼ The Ford Explorer exclusive to Universal Studio Park, with solid roof.





Universal Studios Japan theme park in Osaka. Tomica seems to specialise in theme park exclusives, having also made diecast vehicles for Disneyland Tokyo and Hello Kitty Puroland. The company has also produced models based on other franchises at Universal Studios, including Harry Potter and Jaws.

The Jurassic Park Car has a completely different body casting from the previous model, although it does share some plastic components. Most noticeably, it lacks the vista roof, and has a standard roof fitted with a roof-rack. There are also three spotlights above the cab, which are painted black with silver lenses. The interior, base and bull-bar are the same mouldings as the previous model. The windows are different, lacking the sunroof, and are in smoked-grey tinted plastic, although the rear window is still solid. The markings are very similar, but the colours are much brighter; the body is painted a much lighter lime green, and the roof is a bright blood-red. The yellow stripe around the bumpers and lower doors also covers the wheel arches, and the wheels now have yellow hubs. There are slightly different "Jurassic Park" logos on the sides, and the car has "03" fleet markings.

The reason for the different casting is because this model is not based on one of the Ford Explorers in the film, but one on display outside 'Jurassic World: The Ride' in Universal Studios Japan. As the ride was built several years after the first film, presumably the supply of vista-roof 1992 Explorers had run out, and the park had to make do with a stock-standard one. This model was packed in a regular size Tomica box with a photo of it on the front panel and lime green end panels.

DINOSAUR TRUCK

The second Universal Studios exclusive model was

▲ Mobile Veterinary Unit, complete with Tyrannosaurus Rex.

He fits into the back of the truck, although I think it pretty unlikely that a T-Rex would co-operate with being loaded onto the back of a lorry for a quick trip to the vet!

not based on anything seen in the films, and was more akin to the Matchbox toys based on *The Lost World: Jurassic Park* from 1997. Like that series, it comprises a fictitious vehicle and a toy dinosaur to accompany it. It is a bonneted lorry of indeterminate make, and uses the same cab and chassis as the *Jaws* Truck, also sold at Universal Studios Japan (see the April 2021 issue). However, it is fitted with non-operating dumper bodywork. The cab is painted silver, with a "Jurassic World" logo on the bonnet, and a dinosaur head and warning stripes on each door. The three-axle chassis is painted gloss black with highlighted headlights and indicators and a black grille. There is a black-plastic sub-base, and six narrow wheels with five-slot chrome hubs are fitted. The dumper bed is made from silver plastic, and has a pair of red warning lights on the front edge. There is a large blue stripe on each panel, plus red and white warning markings and "Jurassic World" logos. The sides of the track also carry signs designating it as a "Mobile Veterinary Unit".

Included in the package is a brown plastic Tyrannosaurus Rex, with a dark brown back, white teeth and yellow eyes. There is a separate plastic stand on which to mount the dinosaur. He fits into the back of the truck, although I think it pretty unlikely that a T-Rex would co-operate with being loaded onto the back of a lorry for a quick trip to the vet!

This model came packaged in a double-size Tomica box. The truck, dinosaur and stand are enclosed in a clear vac-formed insert.

These are not easy models to find, as the Jurassic Park Tour Vehicle was only available in the Far East, and the other two can only be bought at the theme park. However, they are good models and worth tracking down if you are a *Jurassic Park* fan. **DC**

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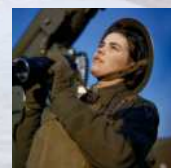
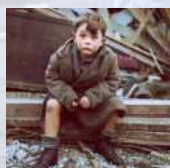
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Jim Clark Motorsport Museum

Rick Wilson finally ticks off a 'must see' on his list.

If, like me, you're a collector of motor racing replicas, there's a good chance that you have a few of the cars driven by the great Jim Clark. Hailing from The Borders to the south of Scotland, the pretty town of Duns, which neighbours his hometown of Chirnside, is where you can find a stunning little museum crammed with cars, trophies and memorabilia – and, of course, scale models.

Born in 1936, Jim Clark had just turned 32 when he was fatally injured in a crash at Hockenheim, in Germany, in April 1968. By that time he had won 2 Formula 1 driver's championship titles (25 race wins and 33 pole positions from just 72 Grand Prix starts), won the 1965 Indianapolis 500 and competed at the Le Mans 24 Hours on three occasions (1959–1961, finishing 3rd overall in 1960). He also raced touring cars, took part in rallies and many club races, all with great success.

FIND OUT MORE AND HOW TO VISIT

The easiest way to access more information about the museum is at the official website – www.jimclarktrust.com. Of course, there is no substitute for a real visit, so next time you're

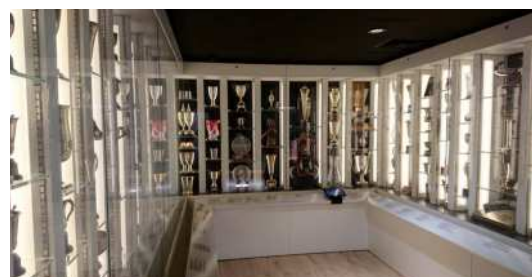
▲ Two 1/43 scale models depicting his early drives – the Porsche 1600S is of particular interest as it replicates his first ever win in a motor race, in October 1957.

► The hugely impressive trophy room – and this is just a small selection of the trophies that Jim Clark won.

► The cars on display vary – I got to see the very Lotus 25 that Clark drove in the 1963 Italian GP (where he clinched his first F1 title) and his last ever personal road car, a Lotus Elan S/E Coupé, and (hidden behind the Elan) a Lotus 23.



▲ A selection of 1/43 scale winners from his two World Champion seasons in 1963 and 1965 – all beautifully modelled by Brumm and for sale in the gift shop. Note also the 1/76 scale Lotus sets by Oxford Diecast.



crossing the border, make sure you take the small diversion off the main routes north and seek out Duns. Open each year from the beginning of March until the end of November, the museum is open every day except Wednesdays. **DC**



Dragstrip Dinkys

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

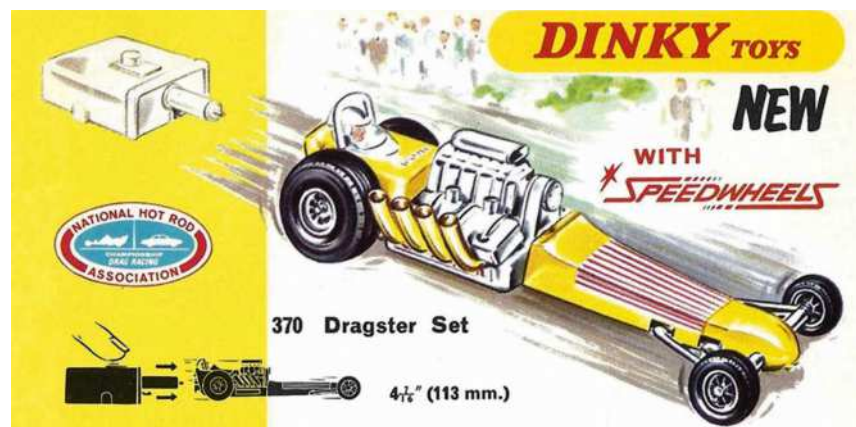
When Dinky Toys launched its amazing No 370 Dragster Set, in 1969, I was instantly captivated and it went straight onto my wishlist. I can't remember exactly when I got it (it was probably a Christmas or birthday present, as most of my Dinkys and Corgis were), but I do remember plenty of dragstrip action on the floor at 154 Radnor Avenue in Welling, Kent. Manufactured from 1969 to 1975, the dragster can be found in a few colour schemes. Justifying the "Set" part of the moniker, it came with a spring-loaded starter unit – this also came in different colours over the years.

Described by Chris Jelley in the *Dinky Toy News* section of the October 1969 *Meccano Magazine* as "one of the best toys ever to have been made by Dinky", I have to say that I totally agree! He continues, "Dragsters in real life are not often standard production items, kits are available, but owners frequently modify them to suit their own ideas. Many dragsters are completely homemade in fact and, in the same way, the Dinky dragster is not an exact reproduction of a full-size machine, but it is made to look like a typical dragster with its long narrow shape, small front and huge rear wheels, enormously centrally-mounted V8 engine, open to view and a helmeted driver in a cramped little cockpit perched right at the back of the body. The cockpit itself is fitted with a windscreen, while the driver is protected by removable anti-roll bar.

- ▲ Early (left) and later (right) versions of No 370 Dragster.
- ▶ Full page, period advertising from a comic.

▼ The 1969 catalogue image.

"Another particularly interesting feature is the large rear tyres, twice as wide as normal tyres and specially produced without tread for extra grip. From words in the moulding, each of these is identified as a "Super Sprint", which is particularly apt in this case, as the model sports Dinky's latest high-speed feature, Speedwheels. Finish is as varied as on a real dragster. The chassis and engine are plated, except for the latter's twin banks of four chopped-off exhaust pipes, which are gold in colour. The rear section of the body behind the engine is a fluorescent red, while the anti-roll bar and long forward section of the body is yellow, although the latter is almost entirely covered by a red and white-striped label, including the typical





▲ The starter units lock together to make race starts fair.

◀ Original release packaging with an attractive inner plinth.



dragster-type title "Inch Pincher" in black lettering (a name chosen by Meccano's New Projects Manager). The further identification "Fireball" in red is carried on each side of the chassis, beneath the engine, and across the rear section of the body in front of the windscreen."

At the back of the dragster is a circular hole, which is the location point for the starter unit – a

▲ Taking one of these apart reveals a little surprise – a nitrous injection bottle is cast into the chassis, but this can't be seen from underneath.

▼ Later 'bubble' style pack, with the dragster in its later colour scheme.

small box with a spring-loaded plunger running on a thin steel rod. This is inserted into the hole at the rear of the dragster, until the body latches onto a ridge. Push the button on the top of the box and away shoots the dragster!

The dragster was shown in the 1969 catalogue onwards, but followed the colour scheme on the box, with a rear body in yellow, not the fluorescent red as described by Mr Jelley – although one of my friends had this version. It could also be found in a standard red. Towards the end of the production run, the chassis was painted blue and the rear body became orange, with the roll bar and engine intakes in blue plastic, with the exhausts now white. The starter unit can be found in pale blue, grey, orange or a darker blue.

The version I had as a youngster was the all yellow version, and I found a good version in its original box for just £25 a few months ago. Whilst searching for this, I also came across a later version in the later style packaging for a similar sum – the temptation was too great, so at least I now have two to race each other. And yes, before you ask, I have. **DC**





Desert Island Diecasts

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

Andy Graves is this month's castaway hero.

I do consider myself a collector of model cars, but I only tend to go for those that I particularly like or bring back specific memories. I've so far resisted the temptation to seek out every different version or colour and am currently quite satisfied to only have one example of each. So here we go with the five that I would want to be with me if I ever got stranded...

OXFORD DIECAST 1/76 NO 76LRLo06 LAND ROVER 1/2 TON LIGHTWEIGHT - FRED DIBNAH

Fred Dibnah was quite a character and I still remember the programmes on TV where he would be at the top of a church spire or factory chimney holding onto the ladder with one hand while talking about the engineering or people who built it. Personally, I would never go up the ladder in the first place, never mind without safety gear or even a helmet – he was one of my childhood heroes.

These fascinating programmes are now being repeated on one of the FreeView channels and are definitely worth a watch. Oxford Diecast also released this in 1/43 scale, but this would obviously be better for packing as it takes up less space!

QUARTZO NO Q3050 ROTHMANS PORSCHE 956 LONG TAIL LE MANS 1982 WINNER

I bought this as a souvenir after my first and only visit to the famous Le Mans 24 Hours race. I don't think I would survive sleeping in a coach by the track side now and it all seems such a long time ago.

Porsches finished in positions 1 to 5 with the works team finishing 1st, 2nd and 3rd in car number order. The factory cars slowed down on the final lap so that they finished in formation for a very impressive finish line photo opportunity.

Porsche's 956 is my favourite sports racing car from this Group C era and I did go to Silverstone to watch them too, with my now deceased father so that is a happy memory. I prefer the soft option of watching it from home on Eurosport these days. The



▲ Oxford Diecast 1/76 No 76LRLo06 Land Rover 1/2 Ton Lightweight - Fred Dibnah.



▲ Models of Yesteryear Y-5 Talbot Van - Lipton's Tea.



model does have Rothmans tobacco advertising, which would not be allowed these days with the open-window box that it came in.

MATCHBOX MODELS OF YESTERYEAR Y-5 TALBOT VAN - LIPTON'S TEA

This is the Models of Yesteryear release with the Royal Coat of Arms that I believe Matchbox was not entitled to use when it was first issued. It was the first model car (As opposed to a toy car) that I purchased, so it effectively started my lifetime interest and therefore also my collection.

The Models of Yesteryear range was not my most successful investment, as when I do end up selling them on, the demand for these seems to have almost completely gone. But the visual enjoyment they provide is value enough for me.

CORGI TOYS NO 490 VOLKSWAGEN BREAKDOWN TRUCK 'RACING CLUB'

The classic Corgi VW recovery vehicle was my first successful restoration. I am really pleased with it and it has a new tool box, decals, hook and glazing. All were replaced and the model repainted using an aerosol. I still need some tyres for the area by the towing equipment, but it should be pretty easy to find ones that fit. Slightly frustrating, though, is that I've not managed to get the tool box lid to stay shut.

I will now restore some of the other 'play-worn' cars and lorries from my childhood toy box. I don't intend for any of these to be an exact restoration, but it gives me pleasure and that is all that matters at the end of the day.

CORGI MODEL CLUB NO 474 MUSICAL WALL'S ICE CREAM VAN ON FORD THAMES.

Finally, I have to bring this one too. The Corgi Model Club reissue models are extremely good and I have not had to return any or decide that I don't want any of each month's releases. It's a faithful reproduction of the classic 1960s Corgi Toys model, complete with the chimes and display plinth.

1 Quartzo No Q3050 Rothmans Porsche 956 Long Tail Le Mans 1982 winner.

2 Corgi Toys No 490 Volkswagen Breakdown Truck 'Racing Club'.

► Corgi Model Club No 474 Musical Wall's Ice Cream Van on Ford Thames.



It even comes with the decal sheet, just like the original, but I've not fitted the extra supplied decals as I'm not entirely convinced that it needs them. This one brings back happy memories of being at the seaside with my parents, sister and grandparents. **DC**

WHAT ARE YOUR TOP FIVE DESERT ISLAND DIECASTS?

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



Superfast 1969-1982

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

No.
36



Number 36 during the Lesney-era Superfast range comprises a Regular Wheels carryover (Opel Diplomat) a fantasy hot rod Jaguar, a generic racing car and a refuse wagon, complete with working feature.

OPEL DIPLOMAT

Catalogue: 1970

Box Styles: F, G

Gaining Superfast wheels for 1970, this fabulous regular wheels original also kept its lovely metallic gold paint job. As was seemingly the way, though, many regular wheels classics were only going to be around for a short time before the new kids on the block barged their way into the catalogue as Lesney

▲ Opel Diplomat, Hot Rod Draguar, Formula 5000 and Refuse Truck, with their respective initial release boxes.

strove to hit back at the competition from Hot Wheels with its outlandish creations.

HOT ROD DRAGUAR

Catalogue: 1971-75

Box Styles: G

And you couldn't get much more outlandish than this creation. This model was clearly very strongly inspired by what was going on at Mattel and Johnny Lightning at the time. It was a heavily customised version of a Jaguar E-Type roadster, with a huge, exposed engine and a bubble canopy.

Early examples were painted a beautiful metallic red, and had a metallic 'Draguar' sticker on the boot, although the sticker was very soon deleted. The base and side pipes were in bare metal, and the big engine



(which was larger than the one on Wildcat Dragster) was chromed plastic. The interior could be in white, cream or occasionally orange, while the bubble top could be clear or amber-tinted.

In 1974 it was re-coloured the ever-popular metallic pink, and it began to be phased out in late 1975.

FORMULA 5000 **Catalogue: 1976-80** **Box Styles: J**

Formula 5000 racing was introduced in 1968 as a cheaper and less-regulated alternative to Formula 1. There was less red tape, and the competitors were free to use any type of engine up to five litres, hence the F5000 nomenclature. It was enormously



▲ To the rear, the second version Opel Diplomat box (with the Regular Wheels version in front of it), the second Lesney colour variant of Refuse Truck (blue cab and orange rear body), plus two post-Lesney releases. Front row, left to right: Hot Rod Draguar in its later metallic pink and the three later versions of Formula 5000.



▲ Opel Diplomat kept its opening bonnet feature, which revealed some nice engine detail underneath.



▲ Refuse Truck has a lifting tail section, operated by sliding the levers on either side of the chassis towards the rear.

popular in the early to mid-1970s, but interest later declined and the sport was wound down in the early eighties.

Besides Matchbox, Corgi Juniors and Hot Wheels both featured Formula 5000 cars in their ranges too. The Matchbox model was not based on any real car, and was really just a generic 1970s powerful open-wheel racer. It was quite a nice model, however, with an aerodynamic front and a large rear spoiler. The engine was chromed, while the blue driver figure was a standard piece that was also used in Hi-Tailer and Seafire.

It was initially painted orange with a bare metal base, and suitably racy labels. In 1978 it was changed to red with a yellow driver, and more realistic racing decals. Once the labels ran out from the earlier orange version, it then featured a "Marlboro" label on the rear spoiler and wore the number 11, clearly in tribute to James Hunt, the British 1976 World Champion. Today it seems incredible that a toy aimed at children could feature cigarette advertising.

Objections by parents led to this being changed to a 'Champion' logo, although the Marlboro pack outline could still be seen on the nose label. Formula 5000 was withdrawn in 1980, but was brought back in 1982 as number 28 (see the November 2022 issue).

REFUSE TRUCK **Catalogue: 1981-82** **Box Styles: L**

Another generic casting, this model has a sliding switch over the chassis that operates the compactor blade inside the opening hopper and lift the rear section. Initially, the cab was painted metallic red and the hopper was in yellow plastic, but by 1982 had changed to a blue cab with orange body. This continued well after the Lesney era and can be found in a variety of colour combinations – two are shown above. **DC**

Dinky Toys Alvis Sports Tourer (No 38d) in maroon, green and green, with green wheels.



Alvis Sports Tourer

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

The majority of post war cars of the 1950s were re-introduced pre-war versions and most were saloons. But, of course, there were coupes and sports cars often based on the makers own saloons. All these cars were easily identified by their radiators or body styles, unlike today when it is sometimes difficult to identify the particular car. The toy manufacturers produced many toy cars just as saloons, sports cars or coupes without giving the car makers name. However, Dinky Toys did start naming some models, including the 38 series of sports cars.

One such car was the Alvis Sports Tourer (No 38d), introduced in June 1940. The advert is in an outline box which states "NEW THIS MONTH!", and also shows the No 38a Fraser-Nash BMW Sports Car plus the No 38b Sunbeam-Talbot Sports. The Alvis is described as "A scale model of a popular luxury car of the sports type. Fitted with detachable rubber tyres. Price 1/3d".

It has a plastic windscreen and a steering wheel, and came in green with black seats or maroon with red or grey seats together with black wheels and black or white tyres. After the war, it returned in green, but now had dark green, black or brown seats. Other colours available were maroon with red or grey seats, dark maroon with dark grey seats, and grey with light grey seats. Some wheels matched the body colour and others were in contrasting colours. As with other Dinky Toys, there seem to be endless variations in colour combinations with this model being no exception. There is also an interesting factory prototype of the Alvis finished in royal blue with brown seats and plain black hubs.

The models were sold in brown and then yellow trade boxes containing six models. Before its deletion, in 1955, it was given the export number of 103, but this number seems not to have been used in the export catalogues.

ALVIS SPORTS TOURER



Dinky Toys No. 38d

A scale model of a popular luxury car of the sports type. Fitted with detachable rubber tyres.

▲ Dinky Toys 1940 catalogue, part image, showing the Alvis Sports Tourer.



No. 38d Alvis Sports Tourer

▲ Dinky Toys 1951 catalogue for the American market, part image, showing the Alvis Sports Tourer.

The Alvis Sports Tourer was illustrated in a number of Dinky Toys catalogues. The first picture is in a 1940 catalogue and this states "Note-There may be shortages of some of the items featured in this list, owing to the war". After the war it appears in the 1950 and 1951 catalogues, and also the American ones of 1951. The last picture is in the 1952 issue. As mentioned, the model was deleted during 1955, but with no illustrations after 1952.

The Alvis company started out in 1919 as T.G John Ltd and, aside from cars, it also produced aero engines. One of the first cars was the four-cylinder '10/30' car. During the 1920s and '30s, it entered racing and rallying, and won trophies and medals. The coachwork for the cars was provided by Vanden Plas and other coach builders. They also produced a front-wheel-drive car and a synchromesh gearbox – both firsts for British cars. Then, in 1936, the name changed to Alvis Ltd and, after the war, it continued with updated saloons and sports cars. **DC**



▲ Dinky Toys Alvis Sports Tourer (No 38d) pre-war colour trial in blue, with brown seats. Photo: Vectis Actions

FURTHER INFO

The pre-war and early post war Dinky Toys Sports cars are very collectable and often feature in the DTCA Journal alongside information and references. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com.

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☐ Modern haulage/commercial vehicles
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AUCTION NEWS

SOUTH AFRICAN DINKY DELIGHTS AT VECTIS AUCTIONS

JUST as we closed for press with the June issue, Vectis Auctions held a specialist diecast model sale on the 12th of April, which featured four private owner collections, starting with Part 1 of The Brixham Collection, which includes Dinky, French Dinky and Corgi models, followed by The Cornwall Collection - further Dinky plus Military, aircraft and Corgi models. The County Durham Collection included several South African Dinkys, export issues and rare hard to find colour variations, plus Tri-ang Spot-on, Tekno and Milton/Maxwell Toys (India). The New York Collection featured further Dinky road and racing cars, and aircraft, plus Corgi, Britains, Politoy, Mercury Liners, Tri-ang Minic ships and Tekno Jet-Plane series. Further items in the sale include Corgi gift sets, Dinky trade packs, pre-war models and unboxed aircraft.

It was the South African-issue Dinkys that really lit up the room, with many achieving some impressive bids.

• **Lot 1203 Dinky Toys No 193 Rambler Cross Country Station Wagon** South African issue, lilac body and roof, red interior, black plastic rack, chrome trim, spun hubs with white smooth tyres. Good plus in fair correct issue South African box with "Arthur E Harris" text. **Estimate: £300 - £400 Sold For: £540**



• **Lot 1204 (pictured) Dinky Toys No 194 Bentley Coupe** South African issue, lime green body, red interior, black tonneau, figure driver, chrome trim, spun hubs. Good plus to excellent in poor but correct South African yellow and red carded picture box with "Arthur E Harris" text. **Estimate: £380 - £420 Sold For: £1,200**



• **Lot 1206 (pictured) Dinky Toys No 449 Chevrolet El Camino Pick-up Truck** South African issue, two-tone cream, brown, red interior with figure, silver trim, spun hubs. Good in poor but correct issue South African yellow and red carded picture box with "Arthur E Harris" text. **Estimate: £380 - £420 Sold For: £1,800**

• **Lot 1207 Dinky Toys No 449 Chevrolet El Camino Pick-up Truck** South African issue, turquoise, red interior, silver trim, spun hubs. Good in poor but correct South African issue yellow and red carded picture box with "Arthur E Harris" text. **Estimate: £300 - £400 Sold For: £750** ■

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

ebay WATCH



DATE: 29th April 2023
TITLE: Tri-Ang Spot-On No 265 Tonibell Ice Cream Van
SOLD FOR: £437.00
BIDS: 11

This Tri-ang Tonibell ice cream van is in as new condition, never having been removed from its box. It has an opening side window, ice cream salesman, fully-detailed interior, and a plated bumper and grille. In its original box which is in very good condition, but has a paper small scuff to the bottom left front corner and the cellophane has a slight crease and is a little discoloured. The original price of 7/11 is written in pencil on the box front.



DATE: 21st April 2023
TITLE: Dinky Toy Lincoln Zephyr No 39C
SOLD FOR: £430.00
BIDS: 29

From the seller's late grandfather's collection of Dinky Toys purchased from the UK, South Africa and Canada. From Canada. US/Canada export issue. Red body and ridged hubs. Maroon front and rear wings. Black tyres. Hard colour issue to find, and in good condition with some small paint chips to and dirt marks. Straight baseplate with some tarnishing. Would benefit from some careful cleaning to improve even more. A nice looking example.



DATE: 30th April 2023
TITLE: Corgi Gift Set 46 All Winners Set
SOLD FOR: £2,350.00
BIDS: 6

Vintage 1966-69 gift set featuring metallic blue No 264 Oldsmobile Tornado, chrome finish No 307 Jaguar E Type with driver, red No 314 Ferrari Berlinetta, yellow No 337 Chevrolet Stingray and red No 327 MGB GT. Unopened bag of cones, number 7 racing numbers, Corgi leaflet, hay bales, and still with its Mr Retailer inner insert. Previously owned by Nigel Loveland, Sales Director of Corgi Toys. Very near mint.

PriceGuide

50
AUCTION
PRICES
LISTED



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

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▲ **Matchbox Models of Yesteryear Y-9 Leyland Cub Fire Engine** late colour trial model - blue with trial decals "Works Fire Service" logos, brown textured roof, Macau riveted base, chrome parts, wheels and baseplate complete with extending ladder on wheels, lighter brown ladder with matching blue wheels and chassis. Near mint, unboxed. **£160, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-12 1909 Thomas Flyabout** metallic blue body and chassis, dark red seats and grille, brass parts and 12-spoke wheels, baseplate type C and colour trial textured orange hood. Near mint in good type G box. **£70, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-12 1909 Thomas Flyabout** late R & D Department colour trial model - yellow body, very dark brown chassis, off white seats, black grille, black textured hood, red 12-spoke wheels, brass axles and baseplate type C. Near mint, unboxed. **£100, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-12 Thomas Flyabout** late R & D Department colour trial model - gold body, metallic green chassis, off white seats, yellow grille, black textured hood, yellow 12-spoke wheels with brass axles and baseplate type C. Near mint, unboxed. **£140, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-12 1912 Ford Model T Van** "Smiths Crisps" colour trial model - blue body, gloss black chassis, tan seats, gold parts, red 12-spoke wheels, blank rear door no tampo print and with gloss black roof. Near mint, unboxed. **£45, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-12 1912 Ford Model T Van** "Birds Custard Powder" colour trial model - dark blue body with type 2 yellow rear doors, matt black roof, black seat, chrome plated parts, gloss black chassis, red 12-spoke wheels. Excellent plus, unboxed. **£50, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear 0-6-0 early Steam Locomotive and Tender** unreleased pre-production trial model - resin body - black, brown with gold trim with metal spoked wheels and brass connecting rods - the Yesteryear book mentions a series of locomotive models that were planned for the range in the 1980s with only Stephenson's Rocket making production. Excellent, unboxed. **£460, Vectis Auctions, March.**



▲ **Matchbox Models of Yesteryear Y-13 1918 Crossley RAF Tender** trial model - RAF blue body, chassis and windscreen, dark red seats, brass grille surround, gold 26-spoke wheels, charcoal black grille, tilt and canopy with red cross label to one side, the other with "Fire". Excellent, unboxed. **£240, Vectis Auctions, March.**



▲ **Dinky Toys No 25b Covered Wagon** South African issue, finished in green, including tinplate tilt, with 3x ridged and 1x smooth hubs. Good, unboxed. **£240, Vectis Auctions, April.**



▲ **Dinky Toys No 155 Ford Anglia Saloon** South African issue, greyish-blue, silver trim including sides, red interior, spun hubs. Good plus in fair to good standard issue yellow and red carded picture box. **£560, Vectis Auctions, April.**



▲ **Dinky Toys No 193 Rambler Cross Country Station Wagon** South African issue, lilac body and roof, red interior, black plastic rack, chrome trim, spun hubs with white smooth tyres. Good plus in fair correct issue South African box with "Arthur E Harris" text. **£540, Vectis Auctions, April.**



▲ **Dinky Toys No 194 Bentley Coupe** South African issue, lime green body, red interior, black tonneau, figure driver, chrome trim, spun hubs. Good plus to excellent in poor but correct South African yellow and red carded picture box with "Arthur E Harris" text. **£1200, Vectis Auctions, April.**



▲ **Dinky Toys No 449 Chevrolet El Camino Pick-up Truck** South African issue, two-tone cream, brown, red interior with figure, silver trim, spun hubs. Good in poor but correct issue South African yellow and red carded picture box with "Arthur E Harris" text. **£1800, Vectis Auctions, April.**



▲ **Dinky Toys No 449 Chevrolet El Camino Pick-up Truck** South African issue, turquoise, red interior, silver trim, spun hubs. Good in poor but correct South African issue yellow and red carded picture box with "Arthur E Harris" text. **£750, Vectis Auctions, April.**



▲ **Dinky Toys No 39c Lincoln Zephyr** export issue in two-tone tan, brown, silver trim, black ridged hubs with smooth tyres. Good plus, unboxed. **£640, Vectis Auctions, April.**



▲ **Dinky Toys No 39b Oldsmobile Saloon** export issue, two-tone cream, tan, silver trim, black ridged hubs with smooth tyres. Good plus, unboxed. **£560, Vectis Auctions, April.**



▲ **French Dinky Toys No 251 Ford Open Back Truck** cream, including convex hubs with smooth tyres, silver trim, metal tow hook. Excellent plus, unboxed. **£580, Vectis Auctions, April.**



▲ **Dinky Toys No 408 Big Bedford Lorry** pink cab & chassis, cream back & Supertoys hubs with grey treaded tyres, silver trim, with tow hook. Good plus in fair to good blue & yellow lift off lid box. **£340, Vectis Auctions, April.**



▲ **Dinky Toys No 511 Guy (Type 2) 4-Ton Lorry** mid-blue cab, chassis, open back & Supertoys hubs with smooth tyres, silver trim. Good plus to excellent in good earlier issue green lift off lid box with paper label. **£360, Vectis Auctions, April.**



▲ **Dinky Toys No 138 Hillman Imp Saloon** dark red, unsold shop stock. Near mint in very good box. **£60, British Toy Auctions, April.**



▲ **Dinky Toys No 280 Midland Mobile Bank** white and silver. Very good in very good box. **£60, British Toy Auctions, April.**



▲ **Corgi Toys No 317 BMC Mini Cooper S Monte Carlo Rally** red with white roof with RN37. Very good in good box. **£100, British Toy Auctions, April.**



▲ **Corgi Toys GS 24 Constructor Gift Set** includes two Commer chassis in red and white with 4 detachable backs, plastic milk bottle load, plastic milkman figure and bench. Very good in fair plus polystyrene tray with fair plus blue and yellow lift-off lid. **£60, British Toy Auctions, April.**



▲ **Corgi No 292 Starsky & Hutch Ford Gran Torino** red with white flash stripe plus Starsky & Hutch figures and a bad guy figure. Mint in near mint window box. **£150, British Toy Auctions, April.**



▲ **Corgi Toys No 72 Ford 5000 Super Major Tractor** blue/grey/silver with yellow/silver trenching bucket and driver figure, grey plastic wheel hubs. Near mint on excellent yellow vacuum inner in excellent blue/yellow window display box. **£360, C&T Auctioneers, May.**



▲ **Corgi Toys No 207M Standard Vanguard III Saloon** primrose yellow body, flat spun wheels, with working mechanical mechanism. Near mint in very good original blue box, with original concertina leaflet. **£150, C&T Auctioneers, May.**



▲ **Corgi Toys No 211 Studebaker 'Golden Hawk'** blue body, gold rear wing flashes, flat spun wheels. Mint in very good original early blue box. **£100, C&T Auctioneers, May.**



▲ **Corgi Toys No 213 Jaguar 2.4 Fire Service Car** red body, bell, aerial, flat spun wheels. Mint in good original blue/yellow illustrated 213S box, with Corgi club leaflet. **£130, C&T Auctioneers, May.**



▲ **Matchbox Series No 26 Foden Cement Mixer** orange with a dark grey plastic barrel, small knobbly grey plastic wheels. Good, unboxed. **£150, Wallis & Wallis, May.**



▲ **Matchbox Series No 41 Ford GT** white with metal spoked wheels and black plastic tyres, stripe/number missing to bonnet. Good, unboxed. **£150, Wallis & Wallis, May.**



▲ **Dinky Toys No 174 Ford Mercury Cougar** metallic blue with yellow interior and gold coloured cast wheels. Very good in very good box. **£40, Wallis & Wallis, May.**



▲ **Dinky Toys No 350 Tiny's Mini Moke** orange with white/yellow plastic roof, complete with Tiny figure. Very good in very good box. **£100, Wallis & Wallis, May.**



▲ **Dinky Toys No 439 Ford D800 Snow Plough and Tipper Truck** metallic blue cab, yellow snow plough and orange tipping rear body, with white plastic wheels and rubber tyres. Very good to mint in very good box, with packing piece. **£40, Wallis & Wallis, May.**



▲ **Dinky Toys No 294 Police Vehicles Gift Set** with No 250 Police Mini Cooper, No 254 Police Patrol Range Rover and No 287 Police Accident Unit, all in white, complete with signs and cones. Excellent on very good plinth in excellent box. **£95, Wallis & Wallis, May.**



▲ **Dinky Toys No 591 AEC Monarch Tanker** in Shell Chemicals red and yellow livery, with yellow wheels. Good to very good in good box. **£40, Wallis & Wallis, May.**



▲ **Corgi Toys No 479 Commer 'Samuelson Film Services'** two-tone white, blue including interior, silver trim, spun hubs with cameraman and camera. Near mint in excellent blue and yellow window box with pictorial header. **£240, Vectis Auctions, May.**



▲ **Corgi Toys No 508 Commer 'Holiday Camp Special'** two-tone white/orange, white interior, silver trim, spun hubs, green luggage cover with 2x light tan luggage cases. Excellent plus in near mint blue and yellow carded picture box with Collectors Club folded leaflet. **£150, Vectis Auctions, May.**



▲ **Corgi Toys No 275 Rover 2000TC** green body, amber roof panel, brown interior, chrome trim, golden jacks take-off wheels with a tinge of gold. Near mint in excellent blue and yellow window box with pictorial header. **£100, Vectis Auctions, May.**



▲ **Corgi Toys No 302 Hillman Hunter 'London To Sydney Marathon Winner'** blue body, black bonnet, white roof, grey interior, red plastic guard, Golden Jacks take-off wheels, with kangaroo and unapplied decal sheet. Near mint on near mint inner pictorial stand in near mint blue and yellow window box. **£180, Vectis Auctions, May.**



▲ **Corgi Toys No 334 Mini Cooper 'Magnifique'** green body, red and yellow striped roof panel, cream interior, chrome trim, cast hubs. Near mint in good plus to excellent blue and yellow window box with pictorial header. **£130, Vectis Auctions, May.**



▲ **Corgi Toys No 334 Mini Cooper 'Magnifique'** blue body, yellow and red roof panel, cream interior, chrome trim, cast hubs. Near Mint - beautiful example in a Good Plus to Excellent blue and yellow window box with pictorial header. **£110, Vectis Auctions, May.**



▲ **Corgi Toys No 341 Mini Marcos GT850** metallic maroon body, white interior, grey base, with Golden Jacks take-off wheels. Near mint in excellent plus blue and yellow window box with pictorial header. **£110, Vectis Auctions, May.**



▲ **Corgi Toys No 281 Whizzwheels Rover 2000TC** metallic purple body, yellow interior, amber roof panel, grey base, chrome trim. Near mint in excellent orange and yellow window box. **£170, Vectis Auctions, May.**



▲ **Corgi Toys No 306 Whizzwheels Morris Marina 1.8 Coupe** metallic green, white interior, chrome trim, black base. Mint in near mint orange and yellow window box. **£120, Vectis Auctions, May.**



▲ **Corgi Toys No 306 Whizzwheels Morris Marina 1.8 Coupe** dark metallic red, white interior, chrome trim, black base. Near mint in good plus orange and yellow window box. **£120, Vectis Auctions, May.**



▲ **Corgi Toys No 306 Whizzwheels Morris Marina 1.8 Coupe** dark burnt orange, black interior and base, chrome trim. Near mint in near mint orange and yellow window box. **£660, Vectis Auctions, May.**



▲ **Corgi Toys No 313 Whizzwheels 'Graham Hill' Ford Cortina GXL** metallic aqua, black roof, white interior, chrome base, with 'Graham Hill' figure. Mint in excellent plus orange and yellow window box. **£140, Vectis Auctions, May.**



▲ **Corgi Toys No 298 'Magnum PI' Ferrari 308 GTS** red, black, beige seats, chrome wheels. Mint in excellent correct late-issue orange, yellow and black window box, with detachable header card. **£170, Vectis Auctions, May.**



▲ **Corgi Toys No 342 'The Professionals' Ford Capri** metallic silver, black, dish wheels (harder wheel variation to find), with 3x plastic figures. Mint on near mint inner pictorial card in good to good plus striped window box. **£100, Vectis Auctions, May.**



▲ **Corgi Toys No GS44 Gift Set 'Police'** white LWB Land Rover with beige interior, plus white double horse box and mounted policeman. Near mint to mint on near mint inner yellow plastic tray in good plus striped window box. **£110, Vectis Auctions, May.**

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EVENTS

TOYFAIR TIMES

FAIRS

3 JUNE

- Deeside, Tony Oakes,
01270 652773 or 07825 631323

8 JUNE

- Theydon Bois, Joe Lock,
07866 641215

10 JUNE

- Herne Bay, SRP Toy Fairs,
07739 998012

11 JUNE

- Newton Abbott, Ray Heard Toy
& Train Fairs,
01823 480097
- St Ives, J&J Fairs,
01522 880383

17 JUNE

- Maidstone, Maidstone Vintage
Toy Fair,
01622 298159, 01732 840787
- Alresford, Bob Leggett,
07836 734311

18 JUNE

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

25 JUNE

- Bolton, BP Fairs,
01604 846688 or 07966 527177

27 JUNE

- Garstang, Kevin Wright,
07908 494097

2 JULY

- Rayleigh, SRP Toy Fairs,
07739 998012
- Doncaster, BP Fairs,
01604 846688 or 07966 527177

AUCTIONS

6 JUNE

- Online, Vectis,
01642 750616

8 JUNE

- Stockton-on-Tees, Vectis,
01642 750616

13 JUNE

- Online, Vectis,
01642 750616

15 JUNE

- Online, Vectis,
01642 750616

17 JUNE

- Newark, Northgate Auction
Rooms,
01636 605905

20 JUNE

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

21 JUNE

- Newbury, Special Auction
Services,
01635 580595

22 JUNE

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

23 JUNE

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

27 JUNE

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

29 JUNE

- Stockton-on-Tees, Vectis,
01642 750616



THE CORGI MODEL PRICE GUIDE

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Air France buses

PART ONE



Andrew Ralston finds a stylish number from Israel.

The connection between aircraft and the vehicles associated with them is a theme that has long been exploited by diecast manufacturers. Classic examples such as Dinky's pre-war Air Mail Car, the Matchbox BEA coach and Budgie's impressive aircraft refuelling tanker immediately come to mind.

The theme was just as popular in France, where the link between aircraft and buses has been a particularly rich source of inspiration with many models appearing in the blue and white colours of Air France. Three of the rarer obsolete ones are pictured here, and next month's page will look at a selection of more affordable issues.

Joustra was a famous French toy brand, the name being formed by combining the opening letters of the words 'jouet' ('toy') and 'Strasbourg', where they were made from the 1930s onwards. Strasbourg is very close to the border with Germany that, in the early decades of the twentieth century, was the centre of world toy production and a key figure in the early days was a German engineer called Guillaume Marx, who had worked for the Bing company in Nuremberg. Joustra produced mechanical tin toys until, like most other European toy companies, it ran into difficulties in the early 1980s in the face of competition from the Far East and changing tastes in playthings. The name was brought over by the kit maker, Heller, in 1999.

Joustra made numerous large tinplate coach models and it was a simple matter to refinish these in Air France colours. A 1963 catalogue shows an impressive 39cm long model with driver, split windscreen, working wipers, plated fittings and luggage on the roof. The one pictured here is a later, and rather plainer, example and, although an attempt has been made to give the bus a modern look, it was essentially an old-fashioned tin toy in an age where plastic was taking over. This example sold recently at Vectis Auctions for a mere £20, well under the estimate.

If Joustra specialised in tinplate, Solido led the way in the development of French diecast toys with their "Jouets à Transformation" – different bodies that could be attached to a common chassis. After 1957, Solido introduced the 100 series of more detailed diecasts

▲ Air France is one of many liveries to be found on Tekno's model of the Scania CR 76.

Photo: Vectis Auctions

► Joustra's tinplate Air France coach has modern lines, but is made using a method that gradually went out of fashion during the 1960s. Photo: Vectis Auctions

► Solido Chausson coach is one of the most desirable diecast models in Air France livery. Photo: Vectis Auctions



Joustra was a famous French toy brand, the name being formed by combining the opening letters of the words 'jouet' ('toy') and 'Strasbourg', where they were made from the 1930s onwards.

to compete directly with Dinky and Corgi. A model that, in a sense, bridges these two phases of Solido production is the Chausson AP52 coach. First seen in 1956, this came separately as a coach, a trolleybus and in dark or light blue Air France livery heading for Orly airport and also as "Jouet à Transformation" in a rare set with all three bodies and one chassis. The casting was then carried over into the new 100 series, a new version being added in light blue with a TV aerial and decal reading "RTF Television Française, Car de Reportages".

In a similar way, Tekno of Denmark's model of a Scania Vabis CR76 can be found in multiple liveries, one of these being that of Air France. Introduced some twelve years later than the Solido, this casting is much more modern in concept, with interior fittings and opening front and central doors. As with the Solido, this bus is also heading for Orly airport – Paris Charles de Gaulle, the airport which is more familiar to British travellers, did not open until 1974. This site was originally known as Aéroport de Paris Nord (Paris North Airport) and reopened under the new name after a massive rebuilding and expansion programme lasting for eight years. **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.



MISSING (LAST) WORDS

READING *Last Word* (page 78) in the June issue, I can't help but wonder if there are some lines missing at the end, as Brian Gower's usual style of tale-telling would wrap things up more than this. Or is my old age getting the better of me?

John Holmes, email

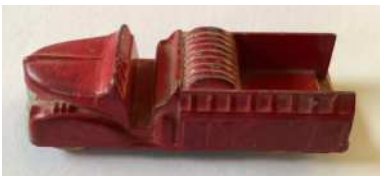
ED Well spotted, John! Don't worry, it was an error on our part, and I'm not quite sure quite how this got missed off. But you're right, it doesn't make sense without the ending. Profuse apologies for the error. Here we go then... "Someone shot him, Mr Crivelli. Dumped him in some woods. Terrible business."

Tony found he was holding his breath and let it out in a hiss. "He must have upset somebody."

"One odd thing," Don said, "he was using the white Continental before you took it, but he dropped it off in the middle of the night. Put the key through our letter-box. Do you think the police should know?"

Tony sighed. "Yes, Don. The police should know. They need to have a careful look at that Continental."

The perfect model is by Corgi. The front lights, with the LED crescents, are a work of art.



LONDONTTOY OF CANADA AND CORGI CLUB

RECENTLY I attended the inaugural Kawartha Diecast Show in Peterborough, Ontario. The show was very well attended and primarily a Hot Wheels show. There was an amazing amount of diecast toys and I was lucky to find an original 16 HW Beatnik Bandit in very collectable condition. I was also pleased to find a well loved 3" Londontoy firetruck. Londontoy was a Canadian (Ontario) manufacturer, which seemed to have ceased production around 1950. Well, I am hooked. I love these little gems and am currently on the hunt for more. They are quite elusive. I have enclosed two images – note the pressed paper wheels on the image showing the underneath, indicating an early version, and the "Londoytoy No 15 Fire Truck Made in Canada" embossing.

Regarding the Corgi Club, my youngest son and I were Canadian members back in the mid-'90s. We met Corgi staff at toys shows in Toronto. I too love the new Corgi Model Club range, but it seems I cannot join as Canada is excluded from the Club. I hope this changes soon, and I guess I will have to find some of these wonderful issues on the second market.

E Maynard, Ontario

ED That is one fabulous find you have there Mr Maynard! It always amazes me what us collectors manage to unearth. It's certainly not a range that I'm au fait with, so if anyone else can shed some light on this, that would be great. On the subject of the releases by The Corgi Model Club, they are indeed incredible replications and I'm totally hooked. I understand that moves are afoot to address the worldwide distribution situation – hopefully I can bring you more news soon.



MIGHTY RIGS OR BIG RIGS?

I very much enjoyed Mike Pigott's fascinating article on the Mighty Rigs by Welly. But I wonder if I've stumbled across the answer to his question as to why the background artwork featured a "big-bonneted American truck" when the model clearly wasn't. Whilst searching for some Mighty Rigs on ebay, I came across some listings for Big Rigs, distributed by Zee Toys in the USA in 1981. The artwork looks incredibly similar, so wonder if Welly took on the same range but just changed the truck cab, leaving the original style of truck on the header card?

Tony Reynolds, email

ED Wow, that's some serious investigative digging that you've done there, Tony – most impressive! And I think you might be onto something. Does anyone know anymore on these ranges?



BUS DIORAMAS

FURTHER to your article *On the buses* last month (pages 42 and 43, June issue), this is my effort. This time it's the Birmingham Corporation buses on which I travelled to school in the 1960s/'70s. The coach is Oxford Diecast and the buses are by Forward Models. The depot is Skaledale by Hornby and is populated by Bachmann figures.

Mike Arnold, email

ED Lovely job there, Mike. Great use of products from different manufacturers – it all comes together beautifully.



BANDAG BULLET TRUCK

FOLLOWING on from my previous letter, here is some abridged information related to, and a photo, of the Bandag Bullet Drag Truck (inset photo above). Owned by Bandag Tyres, this was possibly the first purpose built drag truck in Europe as a rolling ad for its tyres, but also as a vehicle to test them. Terry Drury Racing of Steeple, Essex was responsible for the mechanical modifications which initially started life as a bog standard, innocent looking Ford 'D' series cab fitted with to a 120 tipper chassis powered by a 6-litre diesel engine. But, in Terry's hands, the engine was unrated with a Holset commercial vehicle turbo and a Lucas fuel injection set up to boost its output by 20psi, which was enough to up the horsepower to 300 bhp. The Bullet made its public debut at Steve Murty's York Raceway, in 1979, in the hands of Roy Crowther. Although speeds were low on the bumpy track, Bandag took the truck to Radlett Airfield, where it topped over 100 mph. In fact, it sped to 108 mph over the flying mile. Sadly, after many show and race appearances, the truck disappeared from the scene despite the healthy presence of drag trucks in the north of England.

The Jet Truck that you refer to in your emails that we have swapped since, will have been Steve Murty's Pirelli Pro Jet powered by a Rolls Royce Avon pictured in the photo taken at York Raceway (main photo above), and has been seen at Santa Pod and Avon Park raceways in its long life as a motor sports demonstration vehicle. Steve, who is a member of the British Drag Racing Hall of Fame, still has the truck in storage.

Regarding the Hot Wheels VW Beetle, to answer your question, no I haven't considered selling it. In fact this is part of a small collection of red stripe Hot Wheels of well known customs and hot rods, and all with the original tin badges. I also have the HW version in the same scale of the famous STP Gas Turbine Indy Car but produced in the same shiny blue as the VW. So, I'm sure I have quite a bit of money sitting on that shelf at the moment. I only wish I had the original packaging as well after viewing some of the prices at featured auctions.

Jerry Cookson, email

ED Wow, thanks for all the truck info, Jerry! And good to know about the jet truck (to fill in the conversation gap, I used to marshal at Brands Hatch, usually on the outside of the first corner, and remember a jet truck that ran the 'wrong' way around the track – we properly felt the heat at our post as it took off from the start/finish straight by the pit exit with the exhaust pointing straight at us). Now I have the information as to what it was, I've just done a quick online search and found a photo by Nigel Paine on Flickr of it running the wrong way down from Druid's Hairpin. The run took place on 12th April 1986. And that does indeed sound like you have some seriously valuable Hot Wheels there!

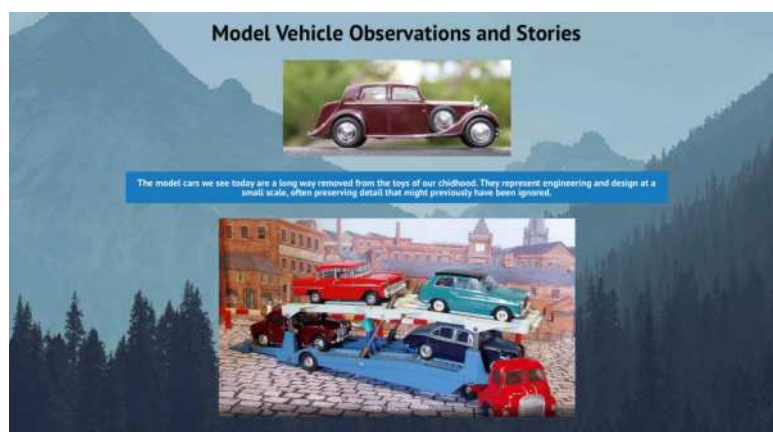
MORE ON THE RENAULT 4

I'VE enjoyed reading John Harrison's series on the Renault 4, largely because we had two of them as our family car in the 1960s and '70s, and I did much of my early driving behind the wheel of these marvellous little cars. They were versatile, soaked up rough ground without complaint (important where we lived), could swallow a decently-sized load with ease thanks to its flat floor and, unlike its 2CV competitor, had a 'proper' engine, allowing it to keep up with contemporary traffic. My father bought his first one almost as soon as the 4 was announced – to be precise it was the export 4L model – and they were almost non-existent on British roads at the time, such that most people had no idea what it was when asked. So I am attaching a photo of a miniature that John has not mentioned in his feature. It is another Norev but in a much smaller 1/86 scale and I bought it while on holiday in France, almost as long ago as my father bought his, though it is no longer in my possession as I gifted it to my sister who is an incurable Francophile. Now, I appreciate John was focusing on toys rather than scale models but am not sure which this falls into and thought you might be interested in another example.

This leads me on to another point, albeit incredibly tenuously, but inspired by the mention of the 'girrafon' hatch on the Renault Fourgonnette. Corgi's circus toys, as covered in the April issue, were certainly beautifully presented and very attractive in their bright colour schemes, but they lead me to wonder what inspired the manufacturer's choices of animals. Lions, elephants and horses yes, but when did you ever see a giraffe at a circus? Or a rhinoceros? What sort of display or tricks did Corgi imagine these would perform? I'd probably pay good money to see a performing rhinoceros.

Bob Allen, email

ED What lovely memories, Bob, thanks for sharing. One of my uncles had a 4 and I remember travelling in it – a lovely car. And you make a very fine point about the choice of circus animals for those vintage Corgis – I can't understand how it has never occurred to me too!



DIECAST STORIES ONLINE

I await your magazine, each month, with interest. There is always something worthwhile between the covers, no matter how eclectic your interests may be. However, each of us has a particular area or method of collecting and the thought struck me that I would like to write about my own interests. Aware that few magazines would want to use an amateur, I looked at starting a blog. It has been running since February and currently has thirty-two posts, ranging from items about specific marques, through renovations to inter-producer comparisons. It can be reached at modelvehiclecollector.wordpress.com and is entitled "Dennis' Model Vehicle Collection". I would be grateful if some of the readership felt it worthwhile having a look. All feedback gratefully accepted!

Dennis Trebble, email

ED What a great initiative, Dennis! I've thoroughly enjoyed your posts so far and have signed up for the update emails. And you sell yourself short, sir! Your occasional contributions to Model Collector magazine were far above 'amateur'. I can totally recommend this most entertaining blog.

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EV, or not EV?

That is the question, and one that **Stephen Paul Hardy** responds to in the context of diecast scale models.



▲ Stephen Paul Hardy.

In his usual astute, indomitable style, Maz Woolley posed several pertinent questions recently in an MAR-online editorial. First up was “Will models of electric cars become a strong collecting theme, or do they fail to set your interest alight? If they don’t arouse interest, is it just because they are modern cars or is it because they are electric cars?”

I very much wanted to respond, but found any words I drafted all ended up in a rant dominated by my resolute view about EVs. Perplexed and unable to articulate a reply angled from a scale model collector’s viewpoint, I gave up – until now.

The ‘lightbulb’ moment came a few days ago when taking our T5 California into the Volkswagen dealership that services and maintains our VWs. There I saw a line of brand new cars on display outside a Volkswagen showroom that I did not recognise as VWs let alone be able to (instantly) name the model of. Yes, I actually had to look at the tailgate badging to sate my befuddled curiosity and confirm they were the

latest and biggest yet passenger car model of the fast growing Volkswagen ID range of EVs.

In an instant, realisations and definitions cascaded through the intricate maze of my little grey cells. Setting aside the ‘green’ issue and letting the automotive passion flare instead, I had my answer. I know from first hand experience what you don’t get in an EV – there is no traditional synergy between man and machine in the silent world of electric motive power. There is none of that rapport that connects you with the car through engine revs, turbo boost and feedback through gearbox and pedals.

So the succinct answer is, models of EVs fail to arouse my interest because they are of vehicles that prompt no enthusiasm in me, let alone passion. I love open road driving, shifting gears and kicking the turbo with an eye on the tach’ and a ear to the myriad of feedback sounds from the car itself. It is those sensory and emotional connections that contribute to defining the passion I have for the cars, and hence scale models, which interest me. **DC**

NEXT MONTH

August 2023
Issue 310

Antipodean Lone Star Roadmasters

The story of Lone Star’s appealing Roadmaster cars and the exciting discovery that they were produced in New Zealand.



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

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Option two

Brian Gower cherishes being a collector these days.



The writer, Kingsley Amis, died in the year that I married, so you could say that his work was done. You could also say that we saw each other off, although his 'off' was a bit earlier than he might have liked while my 'off' was quite late, as marriage was not something I considered either sustainable or necessary. Amis changed me.

Generally described as a 'comic' novelist, I believe his great gift was for exploring life's complications and tragedies with a light touch that, if anything, heightened the reader's appreciation of what often drives us to drink. Yes, he was funny but his use of the English language was never less than perfect and what he expressed was serious.

A self-confessed cad ("A complete s***" were his words), his male characters always suffered for their poor behaviour, while Amis seemed to get away with everything until his first wife left him for his countless infidelities and his second wife left him because of his drinking.

Except accidentally, I have never been a cad. Even when opportunities to go astray have been presented (sometimes blatantly) I have mostly ignored them. I suppose I should confess to incredible denseness on occasions, not even recognising that an open offer was being made. However, a combination of anti-depressants and Chablis aren't known for sharpening the wits, nor for aiding perfect recall later.

At the time of writing, I have been married for over twenty-five years and, much as it might seem otherwise, Amis valued the state, but lost it – twice. What has this to do with model cars? Everything, my friends, because without the stability of a happy marriage, collecting just would not have

- ▲ Corgi Toys' Rover 2000TC.
- ▶ Corgi Toys Plymouth Sports Suburban.
- 1 Dinky Toys Volkswagen Karmann Ghia.



happened. I would know nothing of toy fairs, spare parts from Steve Flowers or reproduction boxes from Robb Barlow, obscure shops or that particular market-stall, Hot Wheels, Hattons or Frank Jones and Keith Bradley.

Amis once said, "There are no pleasures in life worth giving up for two more years in a care-home in Weston-super-Mare." Well, that's fine, Kingers, but you're dead and I'm not. Furthermore, I've got these – Dinky Toys Volkswagen Karmann Ghia, Corgi Toys Plymouth Sports Suburban and Corgi Toys Rover 2000TC. All of which are tokens of small slices of happiness recollected. And no-one gets hurt. **DC**

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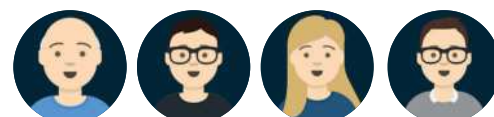
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Universe Skeletor and never been out of the box. Sold for £115 (15 bids).

Funko Pop Vinyl Figure of Ned Stark from Game of Thrones. He was sold in a hard protection case (56 bids).

A vintage Lego 4309 Anno system, complete with box. The all the bricks were present. Open bricks had yellowed. Sold for £37.

Masters of the Universe Man-at-Arms. He was sealed on a multi-panel, had an undamaged clear bubble. Sold for £586.

Once belonging to the pre-War Dinky Rolls Royce example of an early colour in light tan with a brown ch. Sold for £370 (22 bids).

Mounted US 7th Cavalry Soldier as ready for battle as he was off the production line. He was sold in mint condition. Sold for £277 (36 bids).

Once Ferrari 250 GT. Sold for £1,020 (58 bids).

Charge! These two hollowcast figures were South Australian Lancers in excellent condition for their age. Sold for £1,020 (58 bids).

Robot, giant is most definitely an impressive piece, as it measures an impressive 10cm. Sold for £450.75.

Kenner The Real Ghostbusters. Sold for £1,325 (49 bids).

Superfast M86d Ford Pick-up. Sold for £59.01 (39 bids).

Matchless. Sold for £1,325 (49 bids).

Lehmann "Lana" EPL776. Sold for £997 (22 bids).

Corgi No. 151, Lotus Mk. 11 Le Mans. Sold for £1,020 (58 bids).

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