

» ALL THE LATEST HOBBY NEWS & AUCTION RESULTS!

DIECAST

COLLECTOR

Collectors Club

www.ccofgb.co.uk • £6.99 • October 2023 • Issue 312

The UK's only diecast magazine!

Farming... what's new?

Over 70 new model releases, covering all
of your favourite collecting themes

ALSO INSIDE

ICONIC CONCORDE

50 years on from its
first flight to America

LITTLE EVA

Remembering 1960s
military hardware



HOT WHEELS COLOUR SHIFTERS

Popular colour
changing cars for
superheroes



LATEST MODELS ANNOUNCED BY OXFORD DIECAST – DETAILS INSIDE!



» CHEVROLET CORVETTE GRAND SPORT

Scale models of the recognisable American classic

» CARS - LIKE FATHER, LIKE SON!

Going in search of 1/43 replicas of family cars

Price: £6.99



10

WARNERS

Display until 03/10/23

EXCALIBUR AUCTIONS

THE COLLECTABLES AUCTION HOUSE

WE CARE FOR YOUR ITEMS AS MUCH AS YOU DO

“ Auctions are an exciting way to expand your prized collection - if you're searching for that rare colourway to complete the set, then an auction might have it!

Specialist collectables including vintage diecast models are achieving fantastic results at auction - contact us for a free appraisal of your collection ”



Next Toys & Trains Auction - 30th September

**Diecast and Vintage Toys & Model Railways; Comics;
Movie & Music Memorabilia; Posters and Autographs**

hello@excaliburauctions.com

T: 020 3633 0913

www.excaliburauctions.com

Feeling the pinch?

PAY JUST £5.99 A MONTH

CANCEL ANYTIME | NO CATCH!



Subscribing really is the cheapest and easiest way to receive *Diecast Collector* every month, saving you time and money.

To view our latest subscription offers go to:

**www.ccofgb.uk/dcc-subs2023 or call
01778 392006 and quote DCC/SUBS23**

CONTENTS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB

REGULARS

- 06 News and events**
What's happening in the world of diecast collecting.
- 33 Off the beaten track**
Andrew Ralston investigates the more obscure models out there.
- 56 The Corgi Years**
Rick Wilson continues his series of year-by-year articles from the beginning of the Corgi brand in 1956.
- 60 A-Z of Collecting**
In which Alwyn Brice starts a new series, leafing through the alphabet of diecasts.
- 63 Collecting by numbers**
Charting the evolution of the Matchbox Superfast range during the Lesney years, from 1969 to 1982.
- 64 Top Vintage Dinky**
DTCA Chairman, Michael Driver, picks another vintage favourite from Dinky...
- 74 Dear Editor**
Your diecast-related questions shared.
- 76 ToyFair Times**
News of upcoming events that you might want to put in your diary.
- 78 The last word**
Brian Gower ponders where model cars and birthday cakes collide.



NEW MODELS

- 10 What's New**
Five pages of new model reviews.
- 17 Model Spotlight**
Stephen Paul Hardy assesses another new batch of popular models.
- 20 New from Oxford Diecast**
Upcoming models due soon from the prolific manufacturer.

FEATURES

- 24 Concord: Flight of fancy?**
50 years on from its first flight to America, we look at its history and models.
- 28 Little EVA**
No, not the 1960s music favourite... but something else that went with a loud bang! David Busfield investigates.
- 32 It's big, beefy and Berliet 725**
John Morris discovers an all-terrain French Dinky classic.
- 34 Like father, like son**
Francisco Mota went down memory lane in search of 1/43 replicas of his father's cars.
- 40 Hot Wheels Colour Shifters**
Mike Pigott continues his series on superhero models with a look at some colour-changing hero cars from Hot Wheels.



24



63

43 East Kent Buses
Revisiting the past with a look at the East Kent bus fleet.

50 Chevrolet Corvette Grand Sport
David Lynn looks at scale models of the instantly recognisable American classic.

54 PC Pinkerton
Mike Pigott looks at Ertl's model based on a little-known British children's television cartoon.



60

AUCTIONS

67 Auction news
Highlights around the auction rooms and online this month.

68 Online results
We help you to value your collection.

69 Price Guide
Value your collection with auction results from around the country.

DIECAST COLLECTOR

EDITORIAL

Publisher Claire Ingram
claire.ingram@warnersgroup.co.uk
Group Editor Cathy Herron
cathyh@warnersgroup.co.uk

Editorial Contributors

David Pullen, Richard Carlson, Steven Downes, Francisco Mota, Michael Driver, Brian Gower, Mike Pigott, Andrew Ralston, Rick Wilson, Stephen Paul Hardy, Charles Barnett, David Lynn, John Morris, David Busfield

MARKETING

Marketing Manager
Sophie Thornton Tel: 01778 395085
sophie.thornton@warnersgroup.co.uk
Marketing Executive
Charlotte Bamford Tel: 01778 395081
charlotte.bamford@warnersgroup.co.uk

ADVERTISING

Advertising Manager
Kristina Green Tel: 01778 392096
kristina.green@warnersgroup.co.uk
Advertising Production Manager
Nicola Glossop Tel: 01778 392420
nicola.glossop@warnersgroup.co.uk

NEWS TRADE DISTRIBUTION

Warners Group Distribution Ltd
Tel: 01778 391150

SUBSCRIPTIONS

Subscriptions hotline 01778 392006
Subscription rates starting from:
UK and BFPO £5.99
Europe & Eire Airmail £18.99
Worldwide Airmail £19.99
Digital subscriptions are available from £12.99 – visit www.pktmags.com/dcc_digital for more details

Can't find a copy in the shops? Order your copy online at www.ccofgb.co.uk

CONTACT

Write to us at:
Diecast Collector, Warners Group Publications plc,
The Maltings, West Street, Bourne, Lincs, PE10 9PH.
Email us at:
CollectingEditorial@warnersgroup.co.uk

PRINTING
Warners Midlands plc
Tel: 01778 395100



50

SUBSCRIBE TODAY & PAY as little as £5.99 a month

Turn to page 3 to find out more on how to save!



DISCLAIMER

All material published remains the copyright of Warners Group Publications Plc, no part of this magazine may be published without the prior permission of the publisher. Views expressed by contributors are not necessarily the views of the editor or publisher and the greatest care has been taken to ensure accuracy, but the publishers cannot accept responsibility for omissions or errors.

While we take every care, we cannot accept liability for loss or damage to contributed copy/material and the large volume of enquiries means not all correspondence can be replied to personally. Competition winners' details are available from the editorial address; please enclose SAE with your enquiry. While every care is taken when accepting advertisements, we cannot accept responsibility for unsatisfactory transactions. We will however investigate any complaints. Data Protection – Warners Group Publications Plc may lend reputable companies the names & addresses of readers who have responded to offers, services and competitions organised by Diecast Collector magazine. If you do not wish to receive such mailings, please write or phone us at the given address.

NEWS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB



NEW EDSELS RELEASES FROM ESVAL

We had some exciting post arrive this month... Esval have sent us a quartet of their recent releases of the 1958 Edsel Station Wagon variants.

Though the Edsel goes down in history as a marketing flop by Ford in America, in truth the car itself was as good as any on the market in its day, and examples are keenly collected nowadays. There are plenty of models out there, but mostly of the convertibles, sedans and hardtops; not very many of the station wagons or their derivatives. Esval have taken a big step in remedying that with their latest releases.

First up the 2-door Roundup was the base model station wagon in the Edsel range, and lasted only through the 1958 year. Esval's version is in bright orange-red with cream trim and cream vinyl-effect roof. The interior is in matching two-tone, the wheel centres are body colour, and the whitewall tyres finish off a very well-detailed model, down to the photo-etched bonnet ornament. On the review model, the steering wheel is set a little too high, but that's our only negative.

Next is the 4-door Villager. This was the mid-range wagon (top line was the Bermuda) and the Esval is in turquoise with cream rear wing trim and the optional rear wheel spats fitted. The interior is

in black and cream, and again the body-coloured wheel centres and whitewalls complete another beauty.

The Corsair Ambulance conversion of the original into an ambulance was done by the specialist Memphian Coachwork Company, and has been converted from a 4-door sedan, rather than a station wagon, looking at the B-posts and the rear lights. It is spectacularly finished in two-tone turquoise with orange-red rear trim and a cream roof. Interior is black and cream, and incorporates a stretcher. All the roof lights and window decals have been faithfully modelled, as we'd expect. There is another version in yellow/orange two-tone with black trim that looks equally eye-catching.

Another specialist conversion, the Villager 'Amblewagon', this time by the Automotive Conversion Corporation, is in cream with orange rear trim and matching interior, again with a stretcher inside. Once more, the roof lights, aerials, siren and window decals are all there, and a notable detail is that the inner headlights, no doubt modified for emergency flashing, are finished in red.

Your chosen supplier will be able to obtain these for you, at around £85-90.00 each, or order them direct from Esval at www.esvalmodels.com. ■

Monte Carlo Mini	Corgi 339
Volvo P1800 'Saint'	Corgi 258
Porsche Carrera 6	Corgi 330
Lotus Climax FI	Corgi 155
Landrover Breakdown	Corgi 417
Mustang Fastback 2+2	Corgi 325
Ghia 5000 Mangusta with De Tomaso Chassis	Corgi 271
Bentley Continental	Corgi 224
Ford Thunderbird	Corgi 2155
James Bond Aston Martin DB5	Corgi 261
E-Type Jaguar	Corgi 335
Mercedes 300 SL	Corgi 3035
BMC Mini Countryman / Surfer	Corgi 485
Oldsmobile Sheriff Car	Corgi 237
Triumph Herald Coupé	Corgi 231
Cadillac Superior Ambulance	Corgi 437
East African Safari Beetle (and Rhino!)	Corgi 256
Chevrolet Taxi Cab	Corgi 480
Citroen DS19 in Monte Carlo trim	Corgi 323
Land Rover Public Address Vehicle	Corgi 472
Chevrolet Corvette Stingray	Corgi 337
Ford Zephyr Motorway Patrol	Corgi 419
Buick Riviera	Corgi 245
MGBGT	Corgi 327
Marcos 1800 GT	Corgi 324
VW European Police Car	Corgi 492
Ford Thames Airborne	Corgi 420
HQ Staff Car	Corgi 358
Studebaker Golden Hawk	Corgi 211
Lotus Elan S2	Corgi 318
Mercedes Benz 600 Pullman	Corgi 247
Mini Cooper Magnifique	Corgi 334
Chevrolet Fire Chief	Corgi 482
MGA Sports Car	Corgi 302
VW Breakdown Truck	Corgi 490
Austin A60 De Luxe Motor School Car	Corgi 236
Rover 2000 TC 'Golden Jacks'	Corgi 275
Chrysler Imperial	Corgi 246

CORGI MODEL CLUB CONTINUES TO GROW WITH ONLINE SHOP

It's been another busy month for Corgi Model Club as it has launched both a new online shop and club membership to a country outside of the UK... with the first country to benefit being Ireland!

Ireland-based Corgi fans will now gain the same benefits as those in the UK; full access to the online shop at www.corgimodelclub.com/en-ie, along with free membership of the Corgi Model Club when you sign up with the introductory offer ~ saving you €15

on your first replica (Corgi 224, the Bentley Continental Sports Saloon) plus free gifts worth €41.85. You pay just €12.95 plus P&P.

Along with a new website and location, Corgi Model Club has also updated its future replica list which can be view here or at <https://corgimodelclub.com/en-ie/pages/collection-new-site>.

For those reading this outside of the UK and Ireland, we're reliably



informed that the Corgi Model Club is planning on rolling out to more countries to its operation very soon... so watch this space. ■

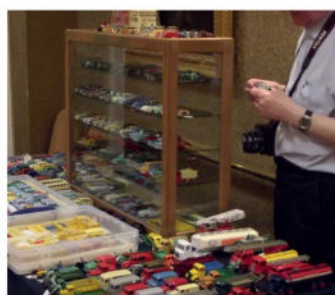
DTCA AGM REPORT

The Dinky Toy Collectors' Association (DTCA) held its 2023 AGM on the 8 July at the Bull Hotel, Peterborough. In the room there were Dinky Toys on display tables providing much interest for the members.

The proceedings started at 2.00pm with a welcome by the Chairman, Michael Driver who then followed with his report on the events since the last AGM in 2022. After this the Committee gave their reports.

During the AGM there was much discussion by the members about the future of the DTCA. This included all aspects of publicity and as with many other clubs how to find new members.

Also important was looking at



what young people collect today and to provide an interest in Dinky Toys, especially the later models. For the 20th anniversary of the DTCA a special model of an Articulated Tanker is to be produced for members based on one that had been proposed by Dinky Toys in the late 1940s.

For more details about the DTCA or to join, visit www.dtcawebsite.com. ■

NEW REPLICAS OF 1969 FERRARI 612P CAN-AM

Tecnomodel has just announced that it will be replicating the 1969 Ferrari 612P Can-Am racer in 1/18 scale.

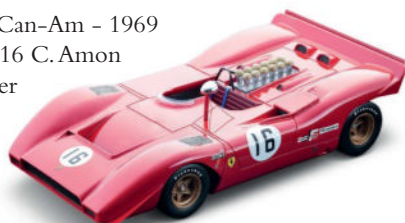
The 612P Can-Am was the first Ferrari specifically designed to compete in the North American Can-Am sportscar championship. Prior to that, a modified 412P had been used.

Although the 612P officially made its debut in the 1968 season finale in Las Vegas, Chris Amon only lasted one lap. The New Zealander had a better time of it the following year though, scoring three podium finishes (in back-to-back races at Watkins Glen, Edmonton and Mid-Ohio) to end the campaign sixth in the standings.

Tecnomodel will be producing four different versions of the 1969 Ferrari 612P Can-Am (three Amon racing versions and one press car):

- TEC18256A Ferrari 612P Can-Am - 1969 Press Car
- TEC18256D Ferrari 612P Can-Am - 1969 Riverside Can-Am - #16 C. Amon
- TEC18256C Ferrari 612P Can-Am - 1969 Mid-Ohio Can-Am - #16 C. Amon
- TEC18256B Ferrari 612P Can-Am - 1969 Watkins Glen Can-Am - #16 C. Amon

All are available to pre-order from you preferred retailer, priced at £279.99 each. ■



RIGHT Model ref TEC18256B



STORT MILL TO ENJOY A SMALL SCALE RECOVERY!

Derbyshire based promotional model trucks specialist, Search Impex, has announce the release of a 1/50 scale DAF XF 530 Space cab MY2017 (6x4) heavy recovery truck, customised in Stort Mill Recovery's livery.

The models have been produced exclusively for Search Impex by WSI Models as a certificated Limited Edition (155 pieces).

With its Head Office in the village of Braughing, close to the Hertfordshire town of Ware, Stort Mill Garage & Recovery have been recovering, repairing and fixing vehicles in the London, Herts and Essex area for more than 35 years. Known for being specialists in on- and off-road recovery for all types of vehicles (cars, trucks, vans, buses and coaches, through to horse boxes, plant and agriculture machinery) Stort Mill Recovery understands how important it is to stay mobile.

Proud of its well-maintained fleet of modern recovery vehicles Stort Mill Recovery is always on standby to deal with any situation or incident around the clock. The business is also supported by its comprehensive car and commercial network of vetted and carefully selected industry partners and this ensures Stort Mill is capable of providing a nationwide service to all its local customers.

Stort Mill Recovery operates in excess of 50 fully tracked vehicles, including service vans, light and heavy recovery units, slide beds, accident units through to mobile cranes and low loaders. The DAF XF (on which the model is to be based) is the very latest addition to the fleet and just like its real life counterpart, the diecast model will be finished in Stort Mill Recovery's distinctive, business-like, livery and is sure to make an attractive addition to any model truck collection.

Worth noting - the model has been based on a Falkom recovery truck (not Boniface, as per the actual truck). Stort Mill Recovery is fully aware of this and accepts there will be some differences in specification between the model and their actual truck.

Models, available from Search Impex, are priced at £156 each (including UK delivery & VAT). For details visit the Search Impex website at www.search-impex.co.uk or call 01332 873555. ■

NEWS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB



OUT AND ABOUT WITH NECPWA AT NEWBY HALL

Charles Barnett enjoyed his visit.

So many of us in the hobby are classic car enthusiasts, and no doubt quite a few of us have a full-size classic or two. For us, a historic car gathering is an enjoyable day out – all the more so if there is a nice big autojumble where we can rummage or browse.

One of the largest rallies in the North of England is the annual event organized by NECPWA (North of England Classic and Pre-War Automobiles) at Newby Hall near Ripon, North Yorkshire. Usually with around 1,000 vehicles, mostly cars and light commercials, on show, it has a nicely-varied autojumble as well, usually with plenty of models on offer, as well as everything else motoring-related.

This year's event, on July 16, was as popular as ever, and the autojumble had more models than I've ever seen there before. From the well-known Rawdon-based Dalesman Diecast, with their wide selections of new products in their large marquee, to the one or two scruffy Dinky and Matchbox tucked in among the assorted offerings on some of the more general stalls, there was plenty for everyone – and it was encouraging to see so many younger enthusiasts casting keen and critical eyes before spending their pocket money – or helping Dad spend his!

I was pleasantly surprised to see quite a few less common items in and amongst, and my little haul included a nice early Corgi two-tone Morris Oxford, a very presentable Corgi plated Ford Consul Classic, a Spot-On Armstrong-Siddeley 234, and an unusual Italian Politoys Rolls-Royce Silver Cloud coupe, in pretty good order. Though none were bargains, they weren't the occasional extortionate prices you occasionally see ether.

One other model purchase was a disappointment, through no fault of the seller (who was actually selling his collection, starting at this show) – again, quite a rarity, the Spanish Joal version of the later Mini Cooper, copying the later Corgi version. Looking and feeling good 'on the day', when I checked it a little while later at home, it gradually came apart in my hands, falling to pieces thanks to the dreaded metal fatigue, of which there was no visible sign; no cracking, no parts out of alignment, no clue at all. Er, anyone want a cheap Mini kit...?

Anyway, a great day for everyone, with plenty of old memories shared and new ones made. Next year's event is planned provisionally for July 21. More details can be found at www.necpwa.org. ■

SPALDING MODEL TRACTOR & CONSTRUCTION SHOW

The Spalding Model Tractor & Construction Show, under new management since 1st January 2023, proudly announced its first show under the stewardship of Daniel Hewitt and Kerry Gooden "an outstanding and heart-warming success".

Drawing over 700 attendees through the doors, and a waiting list of traders, the event brought together a vibrant community of tractor enthusiasts and hobbyists, fostering camaraderie, knowledge exchange, and a shared love for all things tractors and construction.

The bi-annual show has been a staple of the local community and beyond for over 35 years. However, this event held special significance as it marked the beginning of an exciting new chapter, infused with renewed enthusiasm and dedication to maintaining its position as the country's premier model tractor and construction showcase.

Showcasing an impressive array of meticulously crafted model tractors and handcrafted dioramas, the event provided

a captivating experience for visitors of all ages. From children who marvelled at the intricate miniature replicas to seasoned hobbyists who revelled in the nostalgia of model tractors they once had as children, the Spalding Model Tractor & Construction Show truly had something to captivate every heart.

The next show is on 1st October 2023 at Springfield's Events & Conference Centre, Spalding, Lincolnshire. With many more working tractors booked for outside and an exciting list of traders already, this upcoming show is shaping up to be even better.

To stay updated on the latest news and announcements, visit www.spaldingmodeltractorshow.com and follow Spalding Model Tractor Show on Facebook. For trade inquiries and partnership opportunities, please contact Daniel Hewitt/Kerry Gooden on **07403 372445** or spaldingmodeltractor@gmail.com. ■

Vectis

AUCTIONS
COLLECTABLES SPECIALISTS

September 2023 Auction Dates

Tuesday 5th - General Toy Sale

Thursday 7th - Specialist Diecast Sale

Tuesday 12th - General Toy Sale

Thursday 14th - Diecast & General Sale

Tuesday 19th - The Danny James 1975-81 Superfast Collection - Room Viewing & Bidding

Wednesday 20th - The Danny James 1975-81 Superfast Collection - Room Viewing & Bidding

Thursday 21st - Military, Civilian Figures, Equipment & Accessories Sale

Tuesday 26th - TV & Film Related Sale

Thursday 28th - Model Train Sale



Dinky Pre-war 28b (Type 2) Delivery Van
Pickfords Removals & Storage

Sold For: **£1,300** - August 2023

Vectis Auctions Head Office
Fleck Way, Thornaby
Stockton-on-Tees, TS17 9JZ
Tel: 01642 750616

Vectis Oxford Office
Unit 3, Hobley Court
North Leigh Business Park
Nursery Road, Witney
Oxfordshire, OX29 6AN

General enquiries
admin@vectis.co.uk
Information on auctioning
your collectables
collections@vectis.co.uk

Catalogues & online bidding at vectis.co.uk also on the-saleroom.com

Vectis Auctions - The World's Leading Auction House for Collectable Toys

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

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.

SOLIDO'S LATEST FOURGONNETTE REALLY DELIVERS THE GOODS IN SCALE FORM

When Renault launched its '4' in 1961, 4, it was a time when several decades of economic stagnation were giving way to growing prosperity and surging car ownership in France. Although it was marketed as a short estate car, its minimal rear overhang and single top-hinged rear opening effectively made it the world's first mass-produced hatchback, as well as it being the first front-wheel-drive family car produced by Renault. Production passed the 1 million mark in 1966 and carried on in France until 1992 (1994 in Slovenia), with over 8 million having left the line by then.

In early 1956, Renault's Chairman, Pierre Dreyfus, launched the project to compete against Citroën's 2CV. The Renault 4 shared many design traits with the older Citroën 2CV in order to allow it to fulfill the same role as a versatile utility car, especially for people in rural France and other parts of the world with poor roads. It had a large structural platform with a separate, simple body.

Renault inevitably used the platform to convert its successful design into a panel van (Fourgonnette), which featured a 'high cube' rear bodyshell and a unique lift-up, removable domed rear panel on its roof, nicknamed 'giraffon' (giraffe hatch) at the top rear. It allowed bulky objects to be

SOLIDO
1988 Renault 4LF4
– Renault Véhicules Industriels

SCALE: 1/18
PRICE: £55.99
REF: S1802206

www.solido.com



ABOVE The shape at the rear is captured well, but neither the door nor the 'giraffon' open.

stowed high up while keeping the rear door closed. The main glazed swing rear door made access from the pavement side easier for loading.

The van remained on sale in Europe until 1993 (production exceeded 2 million) and was replaced by the Renault Express (Extra in UK and Ireland, Rapid in Germany), which was based on the second generation Renault 5.

With a loading capacity of 300 kg and an impressive interior volume, Renault's 4 F4 quickly became the must-have van for tradesmen across all industries. Economical to maintain, it underwent a number of improvements over its long life.

The latest in Solido's line of these rather wonderful 1/18 scale diecasts carries a rather evocative Renault Véhicules Industriels livery, in true Renault corporate style. With opening cab doors and steerable/posable front wheels, detailing is rather good and the interior is most pleasing. Unlike Norev's release of a few years ago, the rear door doesn't open, so neither does the giraffon roof. But this shouldn't detract from what is a great model and it represents excellent value at this price point. ■



ABOVE Both cab doors open, revealing a neatly-replicated interior with plenty of detail.

LEFT Solido's Renault 4 van is a great casting and this new livery is very evocative.





IXO
VW Golf GTI MKII Metallic Blue 1984
SCALE: 1/43 PRICE: £29.99
REF: IXO CLC499
www.ayrey.co.uk

Available to pre-order now, this version takes you right back to the 1980s. Clean and simple classic lines with a wonderful finish throughout.



ESVAL MODELS
1946 – 54 Delage D6-3L Sedan by Autobineau – Brown / Beige
SCALE: 1/43 PRICE: £90.00 REF: EMEU43029B
www.promod-diecast.co.uk

Similar to the blue version reviewed elsewhere, the wing lines and wheel cutouts on this version look a little different, a real beauty again.



SOLIDO
Aston Martin DB5 1964 - green
SCALE: 1/18 PRICE: £55.99
REF: S1807102
www.solido.com

What a gem! Sleak lines and design, along with superb finish will make this replica a sumptuous addition to any collection. Get yours before you miss the chance.



ESVAL MODELS
2009 Lincoln Town Car Hearse by the Eagle Coach Co. - Metallic Green
SCALE: 1/43 PRICE: £90.00 REF: EMUS43022A
www.esvalmodels.com

Fine model of this relatively modern American hearse, for which Lincoln's Town Car was a popular choice for builders of such vehicles. Looks good.



SOLIDO
Alpine A110 Radicale - silver 2023
SCALE: 1/18 PRICE: £55.99
REF: S1801621
www.solido.com

This example showed a disappointing paint finish, although the detail both inside and out certainly made up for it. A nice addition to someone's self.



ESVAL MODELS
1938 International D-300 Ice Delivery Van – Oscar Mayer
SCALE: 1/43 PRICE: £90.00 REF: EMUS43025B
www.promod-diecast.co.uk

Lovely model of this specially commissioned van, designed by Brooks Stevens. The livery adds to the Art Deco appearance. Has the rear shutter closed.



SOLIDO
Toyota GR Supra Streetfighter Prominence Red 2023
SCALE: 1/18 PRICE: £55.99 REF: S1809001
www.solido.com

A stunning replica. Sleek and mean with some excellent interior detail, this car definitely lives up to its street racing credentials.



ESVAL MODELS
1946 – 54 Delage D6-3L Sedan by Autobineau – Dark Blue
SCALE: 1/43 PRICE: £90.00 REF: EMEU43029A
www.esvalmodels.com

Great model of the car that was the swansong for Delage. Coachbuilder Autobineau was a subsidiary of Letourneur et Marchand. With excellent detail.



BRITAINS
Case IH Farmall 1206 Tractor
SCALE: 1/32 PRICE: £42.99
REF: 43363

www.britainsfarmtoys.co.uk

Limited to a 2,500 run this special anniversary tractor has dual rear wheels, steerable front wheels and Britains' standard working rear linkage.



REPLICAGRI
Amazon RE 30 Power Harrow
SCALE: 1/32 PRICE: £34.00
REF: REP252

www.replicagri.com

Supplied with a linkage adaptor and top link this smart, largely metal power harrow has a freely rotating, floating crumbler bar.



MARGE MODELS
Claas Lexion 8900TT (MY23) Combine
SCALE: 1/32 PRICE: £197.44 REF: 00 0257 765 0

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

It's a new 12-row maize table, cab, rear panel and tracks for MarGe's updated combine. Production of the well-built and detailed model is limited to 2,000.



REPLICAGRI
Amazon D8-30 Special Drill
SCALE: 1/32 PRICE: £35.00
REF: REP253

www.promod-diecast.co.uk

This beautifully engineered, largely metal drill has good levels of detailing and hinged markers. It's supplied with a linkage adaptor.



WIKING
Kröger Agroliner HKD 302 Trailer
SCALE: 1/32 PRICE: £104.95
REF: 077866

www.wiking.de

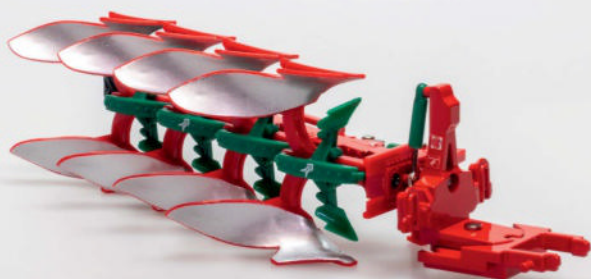
Finished in new colours this Kröger trailer has a detachable cover, three-way tipping body, opening side panels and working grain chute.



UNIVERSAL HOBBIES
Komatsu WA475-10 Wheel Loader (Log Grapple)
SCALE: 1/50 PRICE: £80.00 REF: 8165

www accuratediecast.com

With added rear-end protection and the new tool linkage system, this Komatsu WA475-10 is fitted with an opening log grapple, letting it carry the logs supplied.



BRITAINS
Kverneland 2300 S Variomat Four Furrow Reversible Plough
SCALE: 1/32 PRICE: £16.99 REF: 43344

www.britainsfarmtoys.co.uk

Britains' metal and plastic plough has a pivoting headstock, a ram for reversing the mouldboards, a hinged stand and adjustable rear wheel.



UNIVERSAL HOBBIES
Komatsu WA475-10 Wheel Loader (High Dump Bucket)
SCALE: 1/50 PRICE: £69.00 REF: 8171

www accuratediecast.com

Updated to the latest design, fitted with a functional high-tip bucket and tool linkage arm system, allowing the loading of high-sided trucks with ease.



Exclusive

Saab 900 Turbo, Exklusiv
bei Model Car World, 1981
Nr. 250630 **64.95**

MODEL CAR
GROUP
1:18



Exclusive
Audi Coupe GT, 1983
Nr. 259731 **64.95 €***



BMW 320 Gr.5, DRM,
Zolder, M.Winkelhock,
Rodenstock, 1979
Nr. 254278 **69.95 €***



Exclusive
Fiat 126, 1972
Nr. 260098 **64.95 €***



Ford Granada MK II
2.8 Ghia, 1982
Nr. 259688 **64.95 €***



Hyundai i30 N, 2021
Nr. 254915 **64.95 €***



Lincoln Continental Mark V,
1978
Nr. 259690 **64.95 €***



Exclusive
Opel Kadett C Coupe, 1975
Nr. 262203 **64.95 €***



Porsche 911 (997) RWB
Old & New, JPS, 2020
Nr. 259469 **69.95 €***



Porsche 935 J, V.Merl,
R.Joest, 24h Daytona, 1980
Nr. 254274 **69.95 €***



Saab 900 Turbo, 1981
Nr. 260253 **64.95 €***

Premium ClassiXXS
1:18



DAF XF Space Cab, 2016
Nr. 236567 **149.95 €***



MAN TGX XXL, 2018
Nr. 236562 **149.95 €***



Scania R-Series Topline, 2019
Nr. 236570 **149.95 €***



Volvo FH16 XL Cab, 2018
Nr. 248578 **149.95 €***



Volvo FH16 XL Cab, 2018
Nr. 236564 **149.95 €***



ixo
MODELS
1:43
International Lonestar, 2010
Nr. 263397 **32.95 €***



Mack R-Series, with
rear cabin, 1966
Nr. 251018 **32.95 €***



Peterbilt 359, round
lights, 1973
Nr. 263403 **32.95 €***



Renault Magnum
AE 520 Ti, 1994
Nr. 263404 **32.95 €***



Volvo F 12, 1981
Nr. 263405 **32.95 €***



Chevrolet Corvette
(C8) Stingray, 2020
Nr. 254955 **34.95 €***



Ford Escort RS
Cosworth, 1994
Nr. 256717 **34.95 15.00 €***



Porsche 911 (993) RWB LBWK
Nr. 255789 **34.95 €***



Porsche 911 (997) Old &
New, John Player Special
Nr. 255656 **34.95 €***



Toyota GR Yaris Pandem,
Cusco, Cusco, 2022
Nr. 261877 **34.95 €***



Ford Escort RS Cosworth,
Rallye Barum, V.Blahna,
I.Hruby, 1997
Nr. 257208 **39.95 €***



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



Mercedes Rennwagen-
Schnelltransporter, Das
blaue Wunder, 1955
Nr. 249131 **39.95 €***



Skoda Felicia Kit Car,
Rallye WM, RAC Rally,
P.Sibera, P.Gross, 1996
Nr. 259679 **39.95 €***



Volvo 142, RAC Rallye,
M.Alen, A.Aho, 1972
Nr. 263071 **39.95 €***



Citroen C3, WRC2,
S.Lefebvre, A.Malfoy,
Rally Monte Carlo, 2023
Nr. 265206 **39.95 €***



Ford Fiesta MK II, WRC2,
A.Fourmaux, A.Coria,
Rally Monte Carlo, 2023
Nr. 265203 **39.95 €***



Ford Puma Rally1,
A.Fourmaux, A.Coria,
Rally Monte Carlo, 2022
Nr. 256722 **39.95 €***



Hyundai i20 N Rally1,
O.Tanak, M.Jarveoja,
Rally Sardinien, 2022
Nr. 259245 **39.95 €***



Toyota GR Yaris Rally1,
S.Ogier, B.Veillas,
Rally Monte Carlo, 2022
Nr. 256723 **39.95 €***

DINKY **Special Offer!**



Citroen 2CV
Nr. 267003 **24.95 19.00 €***



Citroen SM
Nr. 267006 **24.95 19.00 €***



Dodge Royal Sedan
Nr. 267001 **24.95 19.00 €***



Lincoln Premiere
Nr. 266998 **24.95 19.00 €***



Matra M 530
Nr. 266997 **24.95 19.00 €***



Morris Oxford Saloon
Nr. 266990 **24.95 19.00 €***



Opel GT 1900
Nr. 267034 **24.95 19.00 €***



Peugeot 203
Nr. 267029 **24.95 19.00 €***



Renault Floride
Nr. 266994 **24.95 19.00 €***



Studebaker Commander
Nr. 266992 **24.95 19.00 €***

*The current prices in British pounds can be found on our website: www.modelcarworld.com

CELEBRATE 100 YEARS OF THE LE MANS 24 HOURS WITH IXO'S NEW COLLECTION

To celebrate the centenary of arguably the world's greatest motor race, a brand new collection of 50 1/43 scale releases by Ixo has just begun. Released in pairs or available to purchase individually, the "24h Le Mans Collection" will see many of Ixo's superb 1/43 scale Le Mans replicas repackaged with an informative magazine (with a free binder to keep them in). Further free gifts for subscribers will come in the form of a specially-commissioned mug and a 1/43 scale Fiat Bartoletti racing car transporter.

Starting off the collection are two very recent runners – the 2018-winning Toyota TS050 Hybrid and the 2019 LMGTE class-winning Porsche 911 RSR that was decorated in a tribute livery to the iconic 917-20 that raced in 1971, the 'Pink Pig'. Both models are finished to Ixo's traditionally-excellent standards and represent superb value.

Forty of the fifty issues appear to be confirmed, and the series is set to carry on in the following order: 1980 Lancia Beta Montecarlo Turbo and 2018 Alpine A470 (issues 3 & 4), 1995 McLaren F1 GTR and Ford GT40 (5 & 6), 2004 Audi R8 and 1970 Porsche 917K (7 & 8), 1978 Alpine A442B and 1965 Ferrari 275 LM (9 & 10), 2016 Ford GT LM and 2003 Bentley EXP Speed 8 (11 & 12), 2009 Peugeot 908 Hdi FAP and 1937 Bugatti 57G (13 & 14), 1976 BMW 3.5 CSL and 1991 Mazda 787B (15 & 16), 1990 Jaguar XJR12 and 1989 Sauber C9/88 (17 & 18), 1974 Matra MS670B and 2017 Porsche 919 Hybrid (19 & 20), 1998 Ferrari 333SP and 2017 Aston Martin V8 Vantage GTE (21 & 22), 1972 De Tomaso Pantera and 1985 Lancia LC2/85 (23 & 24), 1975 Gulf Mirage GR8 and 1983 Porsche 956 (25 & 26), 1968 Renault Alpine A210 and 1976 Chevrolet Greenwood Corvette (27 & 28), 1963 Ferrari

IXO
Toyota TS050
Hybrid #8 2019
Le Mans winner
& Porsche 911
(991) RSR #92
2018 LMGTE class
winner

SCALE: 1/43
PRICE: €24.50 for both or €14.99 each
REF: IXC.LMN.F.B01 (both), IXC.LMN.F.001 (Toyota), IXC.LMN.F.002 (Porsche)

www.ixocollections.com



ABOVE Each model comes with an informative booklet, whether you opt for two-pack or single-model deliveries.

250P and 1981 Porsche 936/81 (29 & 30), 1967 Chaparral 2F and 2002 Dome S101 (31 & 32), 2010 Audi R15 TDI and 1976 BMW 3.5 CSL (33 & 34), 2012 Corvette C6.R and 1995 McLaren F1 GTR (35 & 36), 1998 Nissan R390 GT1 and 1992 Toyota TS 10 (37 & 38), and 1971 Porsche 917K and 2017 Oreca 07 (39 & 40).

To find out more, and to either subscribe or purchase singly as they are released in the subscription collection, visit Ixo's direct website at www.ixocollections.com.

BELOW There is plenty of detail to be enjoyed and the finish is excellent, both in terms of paint and decals.



EXTRA
360°
VIEW

CORGI MODEL CLUB
HQ Staff Car
SCALE: 1/49 **PRICE:** £31.99
REF: 358

Based on Corgi's long-running Oldsmobile 88, it was one of a number of military-themed vehicles introduced into the Corgi range at the beginning of 1965.

www.corgimodelclub.com



EXTRA
360°
VIEW

IXO
Fiat Abarth 595 SS White 1957
SCALE: 1/43 **PRICE:** £29.99
REF: CLC484

A minimalist interior belies the finer detail on the outer body. A rear opening boot adds a nice touch. This makes a good small diecast replica.

www.ayrey.co.uk



REPLICARS
Hitachi ZX135US-7 Tracked Excavator

SCALE: 1/50 PRICE: €115.00

www.hcmewebshop.com

The latest generation of reduced radius excavator featuring a bladed undercarriage, opening engine cover and a fully furnished cabin interior.



WSI MODELS
Scania R CR20N 6x2 with Broshuis Wheel Well Semi Lowloader

SCALE: 1/50 PRICE: €159.00 REF: S04-2190

www.wsi-models.com

4-axle trailer with wheel wells set into the load floor is now available from model dealers. It is finished in a black decoration and paired with a Scania R 6x2 tractor.



REPLICARS
Hitachi ZX330X-7 Tracked Excavator

SCALE: 1/50 PRICE: €139.00

www.promod-diecast.co.uk

The larger Hitachi ZX330-7 is available in two different versions, the standard excavator and the ZX330X-7 ICT intelligent machine with GPS equipment.



WSI MODELS
DAF XD SH 4x2 with 3-axle Tank Trailer (Exclusive)

SCALE: 1/50 PRICE: €139.15 REF: M004539

www.dafshop.com

Introducing the XD series which is available as Day Cab, Sleeper Cab or Sleeper High Cab in various chassis configurations.



IMC MODELS
Demag AC650 Telescopic Mobile Crane "Nederhoff"

SCALE: 1/50 PRICE: €650.00 REF: 32-0191

www.imcmodels.eu

A limited-edition release of the Demag AC650 in the Nederhoff colours for their 75th anniversary. Limited to 100, pre-ordering is highly recommended.



TEKNO
Scania Torpedo 143-500 with 3-axle Tipper Trailer "Demets"

SCALE: 1/50 PRICE: €175.00 REF: 84706

www.tekno.nl

Tekno produces some very impressive classic truck models like this Scania Torpedo 143 bonneted 4x2 tractor paired with a 3-axle tipping trailer.



NZG
Weycor AR420

SCALE: 1/50 PRICE: €84.00
REF: 8841

www.nzg-shop.eu

An updated model of the Weycor AR420 wheel loader with new rear body casting and the latest graphic design. The bonnet can be opened to reveal the engine.



TEKNO
Volvo N495 Titan classic tarpaulin combination "Newexco"

SCALE: 1/50 PRICE: €185.00 REF: 82080

www.tekno.nl

A classic combination sees a Volvo N495 Titan 6x4 rigid with a 2-axle drawbar trailer, both with curtainsider bodies in the colourful design of Newexco.

VALUE YOUR COLLECTION WITH CONFIDENCE!

Buy, sell and value your vintage toy collections with
the UK's best price guide for models and toys.

The **Ramsay's British Diecast Model Toys Catalogue**
is your concise guide for minor and major manufacturers.



Available in five volumes for immediate
download or as a bundle, **starting at just £4.99**



To find out what yours is worth visit:
www.ccofgb.uk/ramsays-collection

Available as digital download only

Oktoberfest...

Prompted by the time of year **Stephen Paul Hardy's** thoughts turn to Munich - and (inevitably) to the fact that it is the home of (amongst other things!) and international headquarters of Bayerische Motoren Werke AG.

My love of particular BMW cars started way back in the late sixties with the pretty '02' two-door sedans, coupés and convertible versions of the BMW "Neue Klasse" range introduced earlier in that decade. In particular the 1802, 2002 and of course the stunning coupé versions culminating in the E9 series coupés of 1968-75. I guess that, for me, no subsequent model series from BMW have quite equalled those era idiosyncratic vehicles. Granted though there have been some pretty fabulous models built since and BMW seems to have evolved in several directions simultaneously over the past few decades with particular series each becoming almost anthem images for several differing automotive lifestyle followings.

There is no doubt also that the excitement and charisma of Alpina further enhanced my love of that seventies era of BMW. Alpina decor exuded a heady mix of automotive and Teutonic joie de vivre - with good reason. Like KAMEI and AMG it was a branding image that resonated with a passionate interest in things automotive. And in much the way that the originally independent AMG at first synonymous with, then lately formally bound to, Mercedes-Benz so the Alpina charisma is inextricably linked to BMW. Alpina's modest beginnings in the mid 1960s, specialising in tuning BMW engines, has grown into today's much respected business of producing coveted hand-built automobiles around BMW components.

Recognised by the German Federal Ministry of Transport since 1983 as an automobile manufacturer in its own right Alpina-built cars are branded and

OTTOMOBILE BMW RELEASES FOR 2023 ANNOUNCED TO DATE:

BMW E46 Touring M3 Concept - 2000 (OT981)

Alpina B10 4.0 E34 Touring - 1995 (OT944)

BMW E60 M5 Phase 2 (OT426) - February 2023

BMW E30 M3 Convertible (OT1012) - June 2023

BMW E61 M5 Touring (OT1020) - July 2023

BMW E46 M3 Convertible (OT1006) - August 2023

BMW E39 540i Touring M-Pack (OT1013) - September 2023

BMW Z3 M Roadster (OT1016) - October 2023

registered as Alpina instead of BMW. The hand-built manufacture of Alpina vehicles, on a limited production scale, includes inclusion of unique components ranging from engine, suspension and mechanical parts through to interior detailing and external trim embellishments. Of the latter distinctive Alpina hallmarks include 20-spoke alloy wheels with hidden valves under the centre cap, "Alpina Blue" or "Alpina Green" metallic paintwork and interiors that typically include blue and green patterns and stitching. Thin pin-stripe bodywork decor set in gold or silver that emulate a style dating back to the seventies continues to be an option on current models.

Compared to cars from BMW's in-house performance subsidiary, BMW M, Alpina's vehicles have more emphasis on Touring, higher torque, and have their own Alpina-style shiftable ZF automatic transmissions instead of manual or semi-automatic gearboxes.

It is no wonder then that BMW automobiles - particularly in M or Alpina guise - continue to be a favourite subject with both scale model manufacturers and collectors.

The Solido catalogue for example sees regular new additions to it of diecast BMWs in both 1/43 and 1/18 and from which I have chosen...

ALPINA E30 B6 AND BMW M5 COMPETITION

Two of the latest pairs in Solido's delightful and expanding range of new 1/43 castings are the Alpina E30 B6 - 1989 in Alpina Blue (S4312001) & Diamond Black (S54312002) and BMW

BELOW This month's pick of recent 1/43 and 1/18 releases from Solido's constantly expanding catalogue of BMW models.





M5 Competition - 2020 in San Remo Green (S54312701) & Red (S54312702). In so doing they bring the choice of Alpina and BMW's own M performance models to the collector. The almost classic body style of the E30 B6 is accented with finely detailed Alpina hallmark pin-striping in silver and gold respectively whilst the contemporary M5, with its unassuming almost 'sleeper' mode exterior, conceals the considerable power of this high-end spec BMW.

As with all the Solido 1/43 models I have showcased in previous New Model Spotlights these are all well put together, nicely detailed and well finished little 1/43 models.

BMW E36 COUPÉ M3 'STREETFIGHTER' - 1994 (S1803911)

This striking red variation of the diecast E36 Coupé, previously released in various colours in standard (showroom) guise, comes cleverly modified to sit in Solido's 'Streetfighter' catalogue theme. Representing, as the theme does, subtly yet uniquely modified vehicles this E36 Coupé with its body kit and lowered stance includes several clever little details that add to its overall charisma.

Details like the retro nod to the seventies with the Hella decorated inner pair of lights within the headlamp glazing and the distinctive yellow lensed front fog lights. Undoubtedly a model that records for posterity contemporary urban custom style, this eye-catching offering will find favour with modernist collectors and probably some BMW purists into the bargain.

ALPINA B12 5.0L - 1990 (S1807003)

Whilst initially, in my mind, this was a model of a modern BMW it came as a shock to realise that on reflection it sits virtually halfway along the timeline between today and the end of the coveted Karmann built E9 (2800CS and 3.0 CS, CSi and CSL) series coupés. Its styling is that of quintessential top of the range BMW touring coupé very deftly captured by Solido's model in "Alpina Green". With substantial power under its bonnet and all the expected Alpina hallmarks these were awesome automobiles.

Long gone are the days when the interiors of 1/18 Solido models were rather bland plastic mouldings filling the cabin space. From around 2018 Solido put a concerted effort into better interior detail with its then new VW 'Big Beetle' being one of the first examples of multi-coloured authentic upholstery and dashboard finishes. This release benefits very much from that sort of heightened attention to detail with its representation of the extensive, customer defined, interiors installed in the Alpina B12 5.0ls complete with unique Alpina instrumentation. All-in-all a superb, well finished and carefully detailed model that totally captures the charisma of the real car.

Moving on from the diecast sector with, at 1/18, its customary opening features to the sealed resin sector, OttOmobile is also a keen modeller of the BMW marque with its 2023 releases bolstering an already extensive back catalogue coverage of the marque. Of the five models released in the past few months I have chosen two particular examples to put under the spotlight. Further to these I notice another three scheduled for release between now and mid-Autumn.



ABOVE Authentic interiors from Solido: the luxuriously appointed Alpina touch ...



ABOVE ...and the vibrant, fashionable, 'Streetfighter' custom touch.



ABOVE Look twice time - check out those retro nod Hella lights encapsulated in the headlight glazing.



LEFT Solido's capture of the Alpina B12 5.0l in Alpina Green with complementary green upholstery highlights is excellent and illustrates perfectly the body line of this 90s generation coupé has a very obvious hereditary touching back to the 70s E9 series BMW coupés.



ABOVE Solido's vibrant and fresh looking adaptation of the M3 version E36 with its aerodynamic styled rear view mirrors and bodykit aprons.



RIGHT The minimalist customising to the kidney grille and lowered stance just reinforce the image of this Streetfighter.



ABOVE And authentic interior detail replicating Alpina's cabin of the B19 4.0 E34 Tourer ...



ABOVE ...complemented as we have come to expect from OttOmobile by comprehensive authentic external fine detail.



ABOVE The exceptional interior of the E46 Touring M3 feasibility study included the use of an unusual metallic touch material for the seat facings set between the black Alcantara bolsters.

BMW E46 TOURING M3 CONCEPT - 2000 (OT981)

I particularly wanted to feature this model for two reasons. Firstly, models of Concept vehicles are few and far between in the OttOmobile catalogue. Secondly, I feel that models of Concept and Prototypes have an important place in any single marque collections for the additional information and conversation focus they provide. And as expressed in one of my recent *Signing off* columns they make fascinating collection theme subjects in their own right.

Back in the early 2000s BMW explored the potential for adding a Touring body style to its classic E46 M3 model range then comprising of Saloon, Coupé and Convertible versions. It is understood that the main focus of the intention was to compete with Audi by installing a 3.2i 6-cylinder engine developing just over 340bhp.

Finished in Chrome Shadow Metallic the paintwork of OttOmobile's model is, as always, immaculate. The benefit of this alu-silver finish is that it encourages the eye to take in the body lines and proportions of the Concept with full attentiveness. It also provides an excellent background for the extensive black and bright chrome trim and fittings - all of which are very era typical BMW in style - including the 'M' badging on the tailgate. An attribute of all the BMW models covered this month (including the 1/43 ones) is how well that distinctive round, blue and white BMW badge comes across in miniature. This is particularly evident on this model with both the centre caps of the finely detailed wheels and the bonnet badges being perfect replicas. The emotive impact of the one

on the bonnet of course is compounded by another BMW's hallmark feature of the 'kidney shape' radiator grill set underneath it.

One eye catching detail that both contrasts very attractively with the external colour scheme and further 'lifts' the model when the light catches it is the blue tinted sunscreen band to the top of the windscreen.

Now up until this point the Solido Alpina B12 5.0i looked like romping home with my model of the month accolade, however...

ALPINA B10 4.0 E34 TOURING - 1995 (OT944)

Perhaps tempted by my bias towards estate cars or perhaps just overwhelmed by the sheer beauty of the model this one really did it for me. Everything about it feels so right - and looks so good. Both the Alpina special metallic colours look good but for me the blue just has the edge.

Marketed between 1993 and 1995, with its B10V8 engine delivering 315 bhp under the bonnet, Alpina's sports estate version of the BMW 5 Series E34 surely ranks as one of the most desirable touring cars of the mid 1990s.

Visible on OttOmobile's model are all the Alpina's hallmark details that I described earlier: the superbly executed ultra-fine gold pin-striping and Alpina logos over the Alpina Blue paintwork, the tell-tale alloy wheel style and if you look closely the extensively equipped interior. In short, a very desirable model of a very desirable automobile that looks every inch... no, millimetre... the part of the full sized original. It is resoundingly my choice of the month... ■

LEFT From all angles OttOmobile's Alpina B10 4.0i E34 Touring looks stunning and captures the charisma of what was surely one of the most desirable touring cars of the mid 90's perfectly.



RIGHT Development of the E46 Touring version posed both technical and design challenges. These included harmonising the rear doors with the widebody M3 arches, balancing complex rear axle design with a Touring load space and ensuring rigidity of a body with large tailgate on a car powered by a 3.2i, in line 6-cylinder engine developing over 340bhp.



New from Oxford Diecast!

Over 3-bumper pages we round up the latest models announced by Oxford Diecast in its every growing range.



1/148 OXFORD AUTOMOBILE



VW Split Screen T1 Samba Bus - Turquoise/Blue White
Ref: NVWS005 Scale: 1/148 Price: £7.45



Jaguar XF - Carnelian Red
Ref: NXF001 Scale: 1/148 Price: £6.95



COMING
IN Q3

Ford Cortina MkIII Electric Monza Blue
Ref: NCOR3005 Scale: 1/148 Price: £6.95



COMING
IN Q3

Jaguar MkVIII Indigo Blue/Cotswold Blue
Ref: NJAG8003 Scale: 1/148 Price: £6.95

1/148 OXFORD OMNIBUS



London Transport Routemaster Bus
Ref: NRM001 Scale: 1/148 Price: £8.95

1/148 OXFORD COMMERCIALS



NEW
LIVERY

Bedford CF Ice Cream Van C J Copner
Ref: 43CF005 Scale: 1/43 Price: £19.95



NEW
LIVERY

Land Rover Series III Postbus Royal Mail
Ref: 43LR3S008 Scale: 1/43 Price: £19.95

1/72 OXFORD AVIATION



DH Mosquito FB MKVI
Ref: AC014 Scale: 1/72 Price: £19.95



Supermarine Spitfire LF Mk IXE 21-T
443 Sqn. RCAF
Ref: AC098 Scale: 1/72 Price: £18.95

1/76 OXFORD AUTOMOBILE



Citroen 2CV Charleston - Maroon/Black
Ref: 76CT001 Scale: 1/76 Price: £7.45



Morris Minor Traveller - Old English White
Ref: 76MMT001 Scale: 1/76 Price: £7.45



NEW
LIVERY

Austin Maestro Rattan Beige
Ref: 76MST002 Scale: 1/76 Price: £7.95



Mini New - Pepper White
Ref: 76NMN002 Scale: 1/76 Price: £7.45



Range Rover Vogue 2013 - Santorini Black (Prince William)
Ref: 76RAN006 Scale: 1/76 Price: £8.45



Land Rover Defender 90 Heritage Set
Ref: 76SET47 Scale: 1/76 Price: £23.95



NEW
LIVERY

Vauxhall Corsa - Oriental Blue
Ref: 76VC005 Scale: 1/76 Price: £7.45



COMING
IN Q3

Land Rover Discovery 1 Mistral
Ref: 76DS1002 Scale: 1/76 Price: £9.95



VW Beetle - Lotus White
Ref: 76VWB008 Scale: 1/76 Price: £7.45



VW T4 Van - Grey White
Ref: 76T4002 Scale: 1/76 Price: £7.45

1/72 OXFORD COMMERCIALS



Ford Transit MK 5 - Frozen White
Ref: 76FT001 Scale: 1/76 Price: £8.45



Ford Transit MkV SWB Low Roof - Frozen White
Ref: 76FT036 Scale: 1/76 Price: £8.45



Massey Ferguson 135 - Red
Ref: 76MF001 Scale: 1/76 Price: £8.95



Ferguson TEA Tractor - Grey
Ref: 76TEA001 Scale: 1/76 Price: £7.45



NEW
LIVERY

VW T1 Samba Bus/Surfboards - Turquoise/Blue White
Ref: 76VWS005 Scale: 1/76 Price: £7.95



VW T1 Camper Mouse - Grey/Pearl White
Ref: 76VWS006 Scale: 1/76 Price: £7.95



Mercedes Walls Ice Cream Van Whitby Mondial
Ref: 76WM001 Scale: 1/76 Price: £8.95



Land Rover Series I 80 - Sage Green (HUE)
Ref: 76LAN180001 Scale: 1/76 Price: £7.95



COMING
IN Q3

Ford Transit Custom National Grid
Ref: 76CUS004 Scale: 1/76 Price: £9.95



TX5 Taxi Royal Mail Prototype VN5 Van
Ref: 76TX5003 Scale: 1/76 Price: £9.95

1/76 OXFORD EMERGENCY



**Range Rover 3rd Generation
Metropolitan Police**
Ref: 76RR3004 Scale: 1/76 Price: £8.45



NEW
LIVERY

**Volvo FL Emergency One Pump Ladder
South Wales Fire & Rescue Service**
Ref: 76VE0002 Scale: 1/76 Price: £29.95

1/76 OXFORD MILITARY



Austin Champ RASC Fire Service
Ref: 76AC004 Scale: 1/76 Price: £8.95



NEW
TOOLING

**Austin K2 RASC Katy Western Desert
Ambulance**
Ref: 76K2001 Scale: 1/76 Price: £16.95



COMING
IN Q4

**Austin K2 Ambulance 51st Highland
Division 1944**
Ref: 76K2002 Scale: 1/76 Price: £16.95



COMING
IN Q4

**Bedford RL Bomb Disposal
Broadbridge Heath**
Ref: 76RL004 Scale: 1/76 Price: £18.95

1/87 OXFORD AUTOMOBILE



COMING
IN Q3

Lincoln Continental 1941 Darian Blue/Tan
Ref: 87LC41007 Scale: 1/87 Price: £9.95



COMING
IN Q3

**Pontiac Chieftain 4 Door 1954 Coral Red/
Winter White**
Ref: 87PC54004 Scale: 1/87 Price: £9.95



NEW
LIVERY

Chevrolet Impala 1961 Jewel Blue/White
Ref: 87CI61006 Scale: 1/87 Price: £8.95



NEW
LIVERY

Chevrolet Panel Van 1950 Speciality Foods
Ref: 87CV50004 Scale: 1/87 Price: £8.95



**Pontiac Bonneville Coupe 1959 -
Seaspray Green**
Ref: 87PB59003 Scale: 1/87 Price: £8.95

1/43 OXFORD AUTOMOBILE



TX5 Taxi Prototype VN5 Van Royal Mail
Ref: 43TX5003 Scale: 1/43 Price: £19.95



Reliable & Fast Delivery

We ship worldwide and offer services to suit your budget.

- Standard Delivery from £4
- Next Day Service - £9
- International - Search for 'Hattons Delivery' for full info



Trunk Service

Purchase items and have them held with us for later despatch.

- Combine Your Orders
- Save on Postage Costs
- Snap up Popular Items



Friendly Team

Our team are always happy to help with your order or any queries you might have.



CX team Open 7 days a week
9:30am - 1pm/ 2pm - 5:15pm



Pre-Owned Trade-In

Trade-in your unwanted items quickly and easily with Hattons.

- Dedicated pre-owned team
- Build your list quickly online
- Great cash or credit offers



News & Listings

Get all the details you need to know on a range of models.

- Join us on social media
- Read our weekly newsletters
- Lots of great online content

Find us at: www.hattons.co.uk or search for: 'Hattons Model Railways'

Our Latest Best-Sellers...

Explore over 24,000 items at www.hattons.co.uk

N Gauge

Oxford Diecast - Cars

NEW



NVWS005 VW T1 Samba Bus in Turquoise blue and white NEW...£6.50

Commercial vehicles



NFTC001 Ford Transit Connect in Royal Mail red...£6

TT gauge (1:120 scale)

Oxford Diecast - Cars

NEW



120AT001 Austin Low Loader Taxi Black NEW...£6.50

NEW



120OB001 Bedford OB Coach British Rail NEW...£7.50

NEW



120LAN2001 Land Rover Series 2 LWB Hard Top British Rail NEW...£6.50

NEW



120MM059 Morris 1000 British Rail NEW...£6.50

NEW



120MH003 Scammell Mechanical Horse Flat Trailer GWR NEW...£7.50

NEW



120DEN001 Dennis F12 Pump Escape London Fire Brigade NEW...£7.50

HO Gauge (1:87 Scale)

Oxford Diecast - Cars

NEW



87CI61006 Chevrolet Impala 1961 in Jewel blue & white NEW...£7.50

Commercial vehicles

NEW



87CV50004 Chevrolet Panel Van 1950 in Specialty Foods two-tone cream & black NEW...£7.50

OO Gauge (1:76 Scale)

Atlas Editions - Buses



JB02 Bristol Lodekka FS open top - "Southdown" (RRP £29.99).....BARGAIN.....£4

Britbus - Buses



ES20A Scania Omnidekka in Metrobus - 420 to Whitebushes - Ltd Ed of 200 (RRP £64.99)BARGAIN...£44

Corgi - Trams



OM44013 Blackpool Brush Railcoach - "Blackpool - Interflora" £42.29

Buses



OM46634 New Routemaster - Arriva London - LTZ1002 - Route 38, 'London Country Bus'.....£42.29

Northcord Model Company - Buses



UK6530 ADL Enviro400 MMC - "Go North East - XLines" £57



76LRD2001 Land Rover Discovery Mk2 in metallic Epsom green...£7.50



76VC005 Vauxhall Corsa in Oriental blue NEW...£6.50



76SFE012 Scania Pump Ladder CP28 in South Wales Fire & Rescue red...£20.50



76REF003 Riley Elf in Cumberland green & Old English white...£5.50



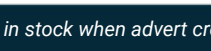
76RL002 Bedford RL 58 Company RASC Cyprus...£15.50



76RL003 Bedford RL in military green - 'Parachute Regiment - Spearhead of the Infantry'.....£15.50



76AC004 RASC Fire Service Austin Champ NEW...£7.50



76K2001 RASC Katy Western Desert Austin K2 Ambulance NEW...£14.50



76VE0001 Volvo FL Emergency One Pump Ladder in West Yorkshire Fire & Rescue red...£26

NEW



76VE0002 Volvo FL Emergency One Pump Ladder South Wales Fire & Rescue Service NEW...£25.50

Commercial vehicles



76ATKL004 Atkinson Cattle Truck - "J Haydon and Sons"£14.50



76ATKL005 Atkinson Cattle Truck L Davies & Sons£14.50



76SNG002 Scania S Series Curtainside in Pollock Ltd red and blue...£25.50



76SEN001 Sentinel Flatbed in LMS maroon...£15



76ACD003 Aveling Barford Dumper Truck in Royal Engineers green...£19.50



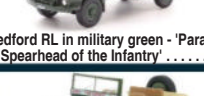
76RL002 Bedford RL 58 Company RASC Cyprus...£15.50



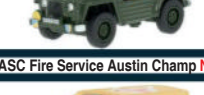
76AC004 RASC Fire Service Austin Champ NEW...£7.50



76K2001 RASC Katy Western Desert Austin K2 Ambulance NEW...£14.50



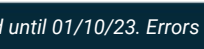
WT91302 World of Tanks twin pack - Sherman vs King Tiger NEW...£17.09



WT91302 World of Tanks twin pack - Sherman vs King Tiger NEW...£17.09



WT91302 World of Tanks twin pack - Sherman vs King Tiger NEW...£17.09



WT91302 World of Tanks twin pack - Sherman vs King Tiger NEW...£17.09

1:50 Scale

Corgi - Commercial vehicles



CC99203 Eddie Stobart 1954-2011 Commemorative Set (Scania 4 Series Curtainside and Scania 111 Tractor Unit) (RRP £124.99).....BARGAIN.....£83

1:48 Scale

Corgi - Aircraft - military



AA29002 Eurofighter Typhoon FGR.4 ZJ935/ DJ, RAF No.11 Squadron, Operation Ellamy deployment, Gioia del Colle Air Base, 2011 NEW...£161.99

O Gauge (1:43 Scale)

Corgi - Cars



VA15201 Ford Ranger Raptor Special Edition in Ford Performance blue NEW...£34

Public Service vehicles



VA15202 Ford Ranger Raptor in Police Demonstrator NEW...£34.19

Oxford Diecast - Cars



43DS1001 Land Rover Discovery Mk1 in Foxfire maroon £21



43LR3S005 Land Rover Series III SWB Hard Top in Bronze Green...£14.50

Commercial vehicles



43CF005 Bedford CF Ice Cream Van C J Copner NEW...£17



43LR3S008 Land Rover Series III Postbus Royal Mail NEW...£15

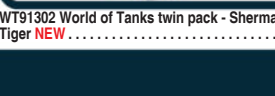
Other Scale



Corgi - Military ground vehicles



WT91302 World of Tanks twin pack - Sherman vs King Tiger NEW...£17.09



WT91302 World of Tanks twin pack - Sherman vs King Tiger NEW...£17.09

Concorde: a flight of fancy?

50 years on from its first flight to America, there is no denying that Concorde was the world's most iconic airliner. We remember this ground-breaking aircraft with a brief look back at its history and associated models.

In the post-war era it was the British aircraft industry that identified the need for ever-faster airliners and married this to the development of the jet engine. When the De Havilland Comet became the first jet-powered airliner to enter service it heralded the era of efficient, fast passenger transport on a global scale. Despite the problems that Comet encountered there was no turning back and it was in 1956 that the aircraft authorities first sat down with the UK aircraft industry and formed the Supersonic Transport Aircraft Committee (STAC).

Between them they forged plans for a future supersonic jet airliner known as Super Sonic Transport (SST). By 1960 Bristol Aircraft, soon to merge into British Aircraft Corporation (BAC), had drafted a feasibility study and design for its Type 198, a 130-passenger, transatlantic SST powered by six Bristol Siddeley Olympus engines. The aviation ministry concluded that a six-engined design would be far too ambitious and called for the proposal to be re-evaluated as a four-engined aircraft capable of transporting 70-80 passengers. This became the Bristol Type 223 – an all-British design for an aircraft capable of supersonic transatlantic flight with up to 100 passengers on board.

INTERNATIONAL COLLABORATION

When the government awarded the design study contract in 1960 it was already concerned about the likely costs. As a result it stipulated that BAC should actively seek overseas partners for collaboration on the project.

Both the USA and Germany declined but France showed great interest. Sud-Aviation, buoyed by the success of the Caravelle, was already considering a short-range SST as a replacement to be known as 'Super-Caravelle'. Formal meetings were held during the Paris Airshow of 1961. The similarities in the two designs were amazing, the French design being somewhat smaller as it was only required for short-haul routes.

Just as Bristol was merged into

BAC, so Sud-Aviation became part of the nationalised SNIAS group (better known as Aerospatiale). It was these two groups that were to become joint airframe contractors for Concorde. On 29th November 1962 an inter-government agreement formally launched the project with government funding on a 50/50 basis.

CONCORDE (OR IS IT CONCORD?) IS BORN

For a project of such magnitude, involving huge engineering egos on both sides of the English Channel, the collaboration worked remarkably well. The French soon realised that the longer-range British design would be the most attractive to overseas customers and so the design was soon unified.

The main friction it seems was over the name. In 1963 the aircraft was named 'Concorde' – although the English side insisted on a more anglicised spelling as 'Concord'. It was four years later when Minister for Technology, Anthony Wedgwood Benn conceded the 'e' was to be added back – but he saved face by declaring it stood for 'excellence, England, Europe and entente'.

In 1965 construction of two prototypes began with two assembly lines – one in Filton, Bristol, and one in Toulouse. There was, however, no overlap of manufacturing and Britain produced the nose, tail and engine installations whilst the French produced the wings, centre fuselage and landing gear.

In December 1967, Prototype 001 was rolled out at Toulouse. The first flight, however, was delayed until March 1969. A month later prototype 002 made its first flight from Filton. BAC chief test pilot Brian Trubshaw was at the controls and later commented in true British style: "It was a wizard flight." By November 1969 airline pilots were making their first flights in Concorde and from the outset the aircraft displayed no major performance problems whatsoever.

RIGHT This Corgi Toys Concorde is in the familiar final British Airways 'Chatham' livery. Model features hinged nose as per the real aircraft.





STORMS OF PROTEST

It was protesters that became the major headache for Concorde. Most were vehemently opposed to the supersonic aircraft on environmental grounds, with concerns about the noise created by it flying over populated areas. As the protests grew so more and more countries began to reject Concorde and refused permission for it to fly into their airports or overfly their airspace.

Then there were the development costs, which had spiralled since the start of the project from around £140 million to well over £280 million by the time of its first flight. Sadly, many of the options and orders from overseas airlines began to be cancelled.

Nevertheless production got underway and in 1972 both BOAC (soon to become British Airways) and Air France committed to orders for a total of nine aircraft. During this time the prototype aircraft continued an exhaustive testing programme, which included flights at speeds in excess of Mach 2.

Concorde's performance continued to set all manner of records but still the aircraft failed to win over the doubters.

FIRST FLIGHT TO THE USA

On 20th September 1973 pre-production Concorde 02 made its first flight to the USA. Its visit was mainly for the opening of the Dallas-Fort Worth airport, but it was also a PR exercise to gain the trust of the US officials and the American public. However, by this time orders or options from United Airlines, TWA, Pan Am and Continental Airlines had already been cancelled.

In July 1974 British Prime Minister, Harold Wilson and French President, Valéry Giscard d'Estaing agreed to the

continuation of the Concorde programme, but limited the airliner to a production of 16.

ABOVE British Airways Concorde 102 (G-BOAC) at Manchester Airport. Photo: Ken Fielding/Flickr

INTO SERVICE

By late 1975 Concorde gained its UK Certificate of Airworthiness and in January 1976 British Airways began scheduled services from London to Bahrain whilst Air France flew from Paris to Dakar and then Rio. A few months later both airlines began flying into Washington. Further routes like New York and Singapore followed and, in terms of passenger appeal and reliability, Concorde was a huge success.

However, once again it was a combination of political pressures and spiralling cost (this time fuel) that crippled global plans for the full utilisation of the aircraft. By mid-1982 British Airways had closed down all the routes except Washington and New York. Despite the poor economics and increasing costs Concorde continued to delight its passengers with flight times to New York in a little over three hours. It was justifiably known as the safest passenger aircraft in the world as well as the fastest.

BEGINNING OF THE END

That reputation was shattered on 25th July 2000. An Air France Concorde took off from Paris en route to New York. 60 seconds later it crashed in flames killing all 109 people on board and a further four people on the ground. A tyre had burst on take off and debris had ruptured one of the fuel tanks causing a huge fire and eventual engine failure. The aircraft was immediately grounded. Some 13 months later, with a programme of modifications in place, it was ready to fly again, only to be delayed by the events of 11th September 2001. It was 7th November before Concorde returned to service with flights from London and Paris to New York. It was a symbolic return amidst much media coverage and a warm welcome from New Yorkers but ultimately the world had changed on 9/11 and Concorde's destiny changed with it.

On 10th April 2003 British Airways and Air France jointly announced that Concorde services would cease later that year after nearly 30 years of supersonic flights. The last ever flight of Concorde was on 26th



ABOVE LEFT Concorde G-BOAF overflying the Bristol area at 2000 ft before the final landing at Filton on the runway from which she first flew in 1969. Photo: Adrian Pingstone

ABOVE RIGHT Concorde G-BOAF comes into land at Filton for the very last time on 26th November 2003 – the end of an era! Photo: Adrian Pingstone

November 2003, when aircraft G-BOAF took off from Heathrow, flew around the Bay of Biscay for the last time and then over-flew Bristol before landing at Filton Airfield – the place of its birth. An era that may never be repeated was over.

CONCORDE IN DIECAST

I am going to stick my neck on the block regarding models of Concorde in diecast. I don't think the diecast industry has yet done proper justice to the world's most iconic, and only supersonic jet airliner to go into full service! And yet the story starts with great promise – perhaps like the Concorde project itself.

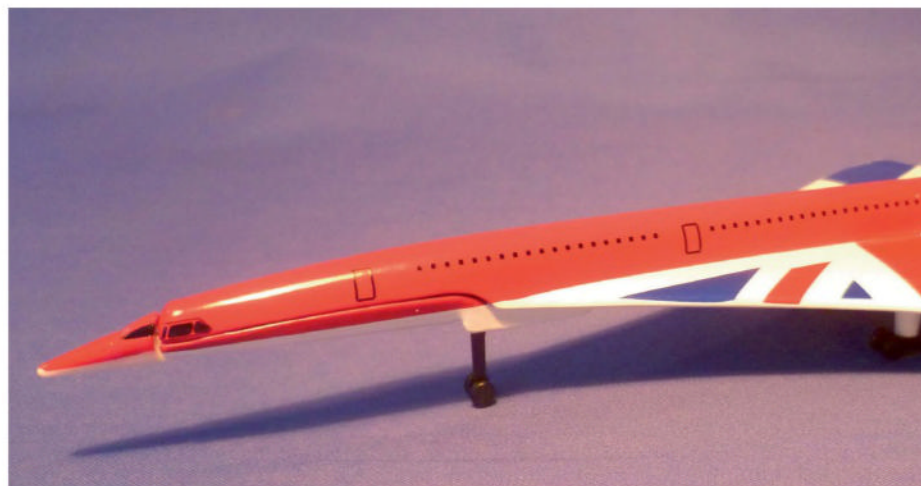


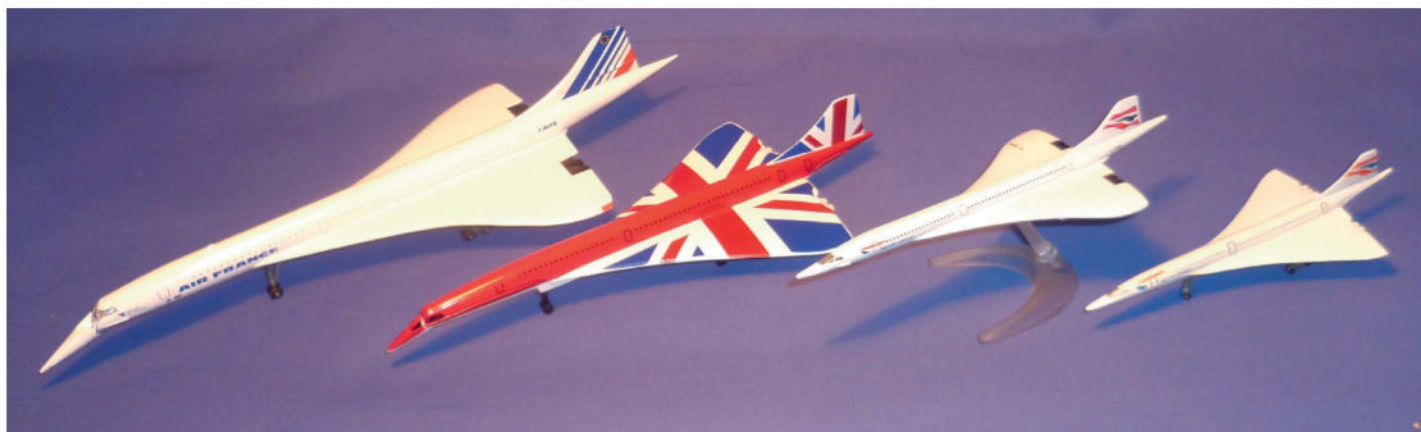
CORGI TOYS

Not surprisingly it was Corgi who produced the first diecast model of Concorde. It was launched in 1969 to coincide with the first flights of the actual aircraft prototypes. This was really designed as a toy so no scale was stipulated. The model was approx 7.5in (185mm) long, featured a hinged plastic nose and fixed undercarriage. The models were supplied with a stand.

Model 650 featured the BOAC scheme whilst 651 was the Air France model. Models 652, Japan Airlines, and 653, Air Canada, were also issued. At the time there was probably good reason to suppose Concorde would fly in these colours but, of course, it never did and today these schemes are very collectable. In 1976, as Concorde entered service, Corgi model 650 was re-released in British Airways livery and 651 in an up to date Air France scheme.

The interesting thing about this model is that it has been re-released in every decade since its launch. Today the very same Corgi Toy Concorde is still being produced, in both a British Airways and Best of British livery. The stand has been dispensed with but otherwise it is the same model from the same tooling, probably refurbished several times along the way, and now made in China rather than Northampton.





ABOVE Left to right: Schabak 1/250 scale Air France, Corgi Toys Union Jack livery for Harrods, Corgi Showcase British Airways, Schabak 1/600 scale British Airways.

LEFT Hogan Models 1/200 British Airways Concorde G-BOAD 8843

CORGI BY GEMINI JETS

During the early 'noughties' Corgi entered into a brief collaboration with US manufacturer Gemini Jets. One of the resultant releases was a pair of Concorde models in 1/400 scale to commemorate Concorde's withdrawal from service in 2003. The models were produced from the Gemini tooling but the packaging was branded Corgi. The models featured the BOAC livery on one model and BA 'Chatham' livery on the other. As is often the case shortly after release these were offered by some retailers at quite low prices. However, they are now more difficult to come by and prices have started to climb again.

CORGI SHOWCASE

Corgi's Showcase range was also launched in 2003 and featured Concorde in various liveries to commemorate 100 years of flight as well as part of a range of BA models. The model was scaled to fit a box size so its appeal to the serious collector has been limited.

It is, however, a rather nice model and captures the shape and feel of Concorde very well. Even the early releases are still widely available at pocket-money prices and indeed the model still features in the Corgi Showcase range.

HOGAN MODELS

The Hogan Models 1/200 scale Concorde is without doubt the closest we have to a detailed scale replica in diecast. First released in 2005 it has been produced in limited quantities possibly over two production runs. Hogan has, to-date produced no less than nine different British Airways liveried aircraft and six Air France.

LEFT Corgi Showcase Concorde captures the sleek lines beautifully but is not made to a recognised scale.

BELOW The Corgi toy tooling has been in use since it was first produced in 1969. This fictitious 'Union Jack' livery was produced for Harrods.



ABOVE Corgi's CGS84007 Best of British Concorde in BA Livery. Available to buy for under £20.

The models are true heavyweights with virtually every part, except the tyres and undercarriage doors, made from diecast. Some of these models are still be available (a search of the internet throws up a few) but certainly the popular British Airways liveries are becoming harder to find at a good price. My advice would be to snap these up if you can!

SMALL SCALE OFFERINGS

Over the past 10 to 15 years civil airliners in smaller scales have become very popular in diecast. Fuelled by relatively low tooling costs, plus the fact they are small enough to be collected in reasonable quantities and also by the fact they make very compact in-flight airline gift sales, a number of companies have entered this market with models of Concorde.

SCHABAK

The smallest of these models is the Schabak 1/600 scale model which measures just over 4.5in long (118mm). Made in Germany, the model features fixed undercarriage.

More detailed is the Schabak 1/250 scale Concorde. This model is one of the larger offerings with a fuselage length of 9.5in (245mm). It was supplied with separate plug-in undercarriage legs and a stand. It also features a hinged nose.

HERPA, SCHUCO & GEMINI

These manufacturers have all produced models in scales falling between the two Schabak offerings. Herpa has produced Concorde in two scales: 1/400 and 1/500; Schuco has produced a model in 1/500 scale; and Gemini Jets has opted for the slightly larger 1/400 scale.

These models all offer a similar level of detail as befits the relatively small scale. The liveries are reasonably well executed but the finer points of detail, whilst improving, are sometimes compromised a little by the manufacturing process.

AND FINALLY...

This has not been an exhaustive list by any means. Model Power from the USA, for example, has a budget-priced model of Concorde. It is scaled at approximately 1/350 and I believe Del Prado used the same tooling for one of its magazine series. Oxford Diecast also produced a promotional type model of Concorde. It is very much a toy/gift and is designed to carry bespoke promotional liveries. ■

Little EVA

No, not the 1960s music favourite... but something else that went with a loud bang! **David Busfield** investigates.



In order for the Royal Artillery to engage targets quickly, consistently and accurately, a number of factors have to be taken into consideration when calculating exactly how the gun has to be set-up prior to firing. These included: the type of gun, the type of shell, the type of charge, the position of the gun, the elevation of the barrel, the bearing of the barrel, the position of the target, up to date meteorological data and the muzzle velocity (MV) of the gun. Here we will look specifically at the calculation of the muzzle velocity.

Muzzle velocity is affected by a number of factors: type of gun, type and weight of shell, type of charge, all of these are known values based on historical information. However, over time as the gun is used the wear inside the barrel, and the shell chamber, will affect the guns performance and accuracy, as the muzzle velocity slowly decreases over a period of use. This means that an accurate calibration of the gun is required to be calculated, and then repeated on a periodical basis. Furthermore, gun barrels also need to be replaced when the performance has deteriorated to an unacceptable level, after renewal new barrels need to be calibrated before the gun can re-enter service.

Instrumental calibration started in WW1 by firing the shell through two screens attached to recording apparatus using sound ranging technology, it then progressed to camera techniques and finally in the 1950s changed to the use of Doppler radar. Doppler radar provided the solution to determine fast and accurate instrumental measurement of MV for the first time.

During the early 1950s calibration trials were undertaken. It was found that existing instruments were

not sufficiently accurate but Doppler radars were very reliable, as well as being quick to measure. Consequently their results could be correlated with the actual fall of shot after adjustment for barrel wear. These trials in 1955 used a Naval Type 900 Doppler radar. This led to the development of 'Equipment, Radar, Gun, Calibration' (designated Radar, Gun Control, No 1, Mk 1) and was successfully used by the Royal Artillery with specially trained calibration troops.

During the late 1950s a new, more compact Doppler radar suitable for field use was developed by Marconi. Comparative trials showed it to be a significant improvement on the Radar, GC, No 1, Mk1 and it entered service in the mid 1960s and was known as the Electronic Velocity Analyser (EVA). EVAs were held as theatre pool equipment in peacetime and it was a smaller, more mobile, device but it still needed a specialist operator. The aerial was placed alongside the gun and 'aimed' a short distance in front of its muzzle, it utilised a tripod mounted, remote photo-electric sensor to detect the exact moment that the shell left the barrel and the Gun Detachment Commander had a push-button switch to activate the recording equipment connected to the analyser, the whole system was mounted in the specially modified EVA long wheelbase Land Rover, along with its trailer mounted electrical power generator. The analysers produced a paper trace from which raw data could be measured. This data was used to calculate MVs, either manually or using the Field Artillery Computing Equipment (FACE). The Marconi designation was the Electronic Velocity Analyser S360/1 and it is covered fully in the Marconi Radar Data Sheet K1 dated 1973.

TOP Electronic Velocity Analyser and 5.5" Medium Gun, Courtesy Marconi Radar Systems Ltd.



TIME SERVED

Between 1969 and 1981 I served with REME and I was involved with EVA for approximately four of my twelve years in the Army. Initially when I was detached to the Royal Artillery Gunnery Training Establishment (RAGTE) in Bergen-Hohne, North Germany. Then at the end of my service I was stationed at 35 Central Workshops REME who were based at Old Dalby in Leicestershire; whilst here I did base overhauls on the EVA system. As well as being rugged it was a very reliable piece of equipment and I hold it in very high regard. Because this aspect of Royal Artillery procedure is very little known I decided to make a diorama to represent an artillery gun in the process of being calibrated.

In the early 1990s a new piece of equipment, the Muzzle Velocity Measuring Device (MVMD), was introduced. This was significantly smaller and was fitted to every gun. Thus MVs were constantly being monitored and comprehensive data was being stored in a consistent manner.

ABOVE EVA and a 5.5 Calibration Diorama.



ABOVE The Photo-electric cell unit.

BELOW The Land Rover, analyser and printer.



THE ELECTRONIC VELOCITY ANALYSER DIORAMA

The diorama shows a typical scene depicting the calibration of a Royal Artillery 5.5" Medium Gun. This set up would be the same for any artillery piece requiring calibration. The main components of the equipment are: the aerial unit, the analyser, the printer, the photocell, the remote switch, the electrical generator and the essential interconnecting cables.

The heart of the system is the analyser unit which is a large cabinet mounted permanently into the rear of a 109" long wheelbase military Land Rover immediately behind the cab. This unit resolves the doppler-frequency signals received from the aerial unit and converts it into velocity information. From this a physical printout is produced which can be used to determine the actual muzzle velocity of the gun.

Between the operator seated at the rear of the Land Rover and the analyser unit is situated the recording printer. This produces two high-speed pen recorder readouts from the analyser using Teledeltos electrically conductive paper and a type of spark printer which produces a very fine black line. Two recorders are incorporated with one set to a coarse time span and the other to a fine time span. Details of this paper which is still in use today can readily be found on the internet. The analyser was earthed securely via a metal earth spike hammered into the ground outside the Land Rover.

MILITARY MODELLING

The donor vehicle seen here for the analyser unit is a Corgi Toys No.417 Land Rover Recovery Vehicle. The crane was removed, the paint stripped and then repainted in military green. The frame for the canvas was tinned copper wire, the analyser and the printer were scratch built using balsa wood. Other details such as the tail gate (which has been removed) were added later.

The artillery piece on the display is the 5.5" Medium Gun which was developed for the British Army in 1942 and is very distinctive with its vertical equilibrators and is percussion fired by the use of a lanyard. It remained in service with the Royal Artillery



The 5.5" Medium Gun and crew.



The gun crew on the 5.5" Medium Gun.



ABOVE The aerial unit.



ABOVE The trailer complete with the electrical generator.

until 1980 and was widely used by armies in eleven different countries. The major factor behind it being replaced was that it used unique ammunition compared to the modern weapons and it required a substantial towing vehicle. The model shown here is the Dinky Toys No.692 which was very popular and remained available from 1955 until 1962.

The aerial unit is a circular enclosure and is trunnion mounted onto a very substantial wheel-shaped, tubular steel frame which enables the aerial to be rolled over the ground into its desired position. It is located alongside the gun, pointing down the trajectory of the shell and elevated to a similar angle as the gun barrel. Four folding legs, equipped with screw jacks, allow for the aerial to be accurately levelled. There are two 'windows' at the front, behind one is the Klystron transmitter valve and behind the other is the receiver unit. On the opposite end are the controls and connections for the cabling, the aerial unit and the connectors are sealed against the ingress of water which allow use of the EVA in inclement weather.

The one shown here is scratch built using copper wire, a short length of copper pipe and wooden dowelling.

The photo-electric cell produces a clear mark on each of the recording papers to define the exact time of the projectile's ejection from the muzzle of the gun.

The photo-electric cell, together with a transistor amplifier, is mounted in a small rectangular, water-proofed, metal box and this unit is attached to a folding tripod support when it is in use.

During the calibration process the photo-cell is located at right angles and pointing towards the front of the gun barrel. The one shown here is scratch built using copper wire and balsa wood.

The gun crew at the rear of the 5.5" medium gun comprises five members of the Royal Artillery; four Gunners and an Officer who would be the 'Gun Detachment Commander' he is holding a push-button switch which will initialise the EVA and start the printers running a few seconds prior to the gun being fired.

The crew here is made up of four Dinky Toys No. 150b Privates and one 150a Officer. These figures were made in the mid 1950s but unfortunately they were only sold as export items to the USA market, this truly is a shame as I am sure that the boys in the UK would have loved to be able to buy these figures to go with their army vehicles and produce realistic scenes.

The Trailer contains an electrical power generator, spare fuel for the generator and the required cabling for the various analyser interconnections. On the actual EVA system the generator was supplied by Onan, who today are owned by Cummins Inc. The generator did need to be a large unit as the EVA only consumed about 520W of power and it was securely earthed via its own metal earth spike.

The trailer shown here is the Dinky Toys No. 341 Land Rover Trailer with an added frame to support the canvas cover, spare electrical cables, an electrical generator which was assembled from a white metal kit by Langley Models, then painted and spare Jerry Cans of fuel for use by the generator. ■

BIBLIOGRAPHY

Brassey's Artillery of the World, Brian Blunt and Tolley Taylor, 1979, Bonanza Books New York, ISBN 0-517-27718-2

Velocity Measuring Equipment K1, Electronic Velocity Analyser S/360/1, Marconi Radar Systems Ltd. Cheltenham, 1973.

ACKNOWLEDGEMENTS

Producing an article like this involves the collection of historical archive material and I am indebted to a number of very knowledgeable and helpful people in this respect:

Nigel F Evans has produced an excellent internet site covering all aspects of British artillery from before World War I up to the present technological age, for further information see: <http://nigelef.tripod.com/directory.htm> this site contains an absolute wealth of information.

Alan Hartley-Smith of the Marconi Veterans Association found the original Marconi promotional publications for the EVA and kindly scanned them for me. For further information see: www.marconi-veterans.org

Zoe Tolman an archives assistant at the REME Museum in Lyneham, Wiltshire found the EMER (Electrical, Mechanical and Electronic Regulations) service manual for the EVA and scanned a number of important pages for me. For further information regarding the museum see: www.rememuseum.org.uk



DIECAST • MODELS • HOBBIES • TOYS

Clevelands Wholesale Limited
Woodcock Hill Industrial Estate
Harefield Road, Rickmansworth
Herts WD3 1PQ



FOLLOW US
@ClevelandsTrade



LIKE US
ClevelandsTrade



SEE LATEST MODELS
user/ClevelandsTrade

Tel: +44 (0)1923 711772
Email: sales@clevelandsdiecast.co.uk
www.clevelandsdiecast.co.uk

Wholesale distribution of all major model, hobby and toy brands to the trade

TRADE ONLY

UK DISTRIBUTOR FOR:

MINI GT



1/64 SHELBY TRANSPORTER SET INCLUDED WESTERN STAR 49X W/RACING TRANSPORTER AND SHELBY GT500 SE WIDEBODY FORD PERFORMANCE BLUE (LHD) (MIJO EXCLUSIVE)



1/64 ORACLE RED BULL RB18 NO.11 S.PEREZ 2022 ABU DHABI GP F1 PIT CREW SET LTD EDT 5000PCS (INCLUDES CAR)



1/64 ORACLE RED BULL RB18 NO.1 M.VERSTAPPEN 2022 ABU DHABI GP F1 PIT CREW SET LTD EDT 5000PCS (INCLUDES CAR)

KAIDO ★ HOUSE



1/64 NISSAN SKYLINE GT-R (R34) KAIDO WORKS GREDDY V1



1/64 NISSAN FAIRLADY Z KAIDO GT 95 DRIFTER V1 (KAIDO HOUSE)



1/64 LAMBORGHINI SIAN FKP 37 MATTE VIOLA SE30 (HONG KONG EXCLUSIVE) (LHD)

1/64 LAND ROVER DEFENDER 110 1985 COUNTY STATION WAGON TRIDENT GREEN (RHD)



1/64 DATSUN KAIDO 510 WAGON CARBON FIBER V2



1/64 DATSUN KAIDO FAIRLADY Z MOTUL V3



1/64 BMW M3 NO.3 JPS TEAM BMW 1987 ATCC WINNER (LHD) (AUSTRALIA EXCLUSIVE)



Wholesale distribution of all major model, hobby and toy brands to the trade



It's big, beefy and Berliet

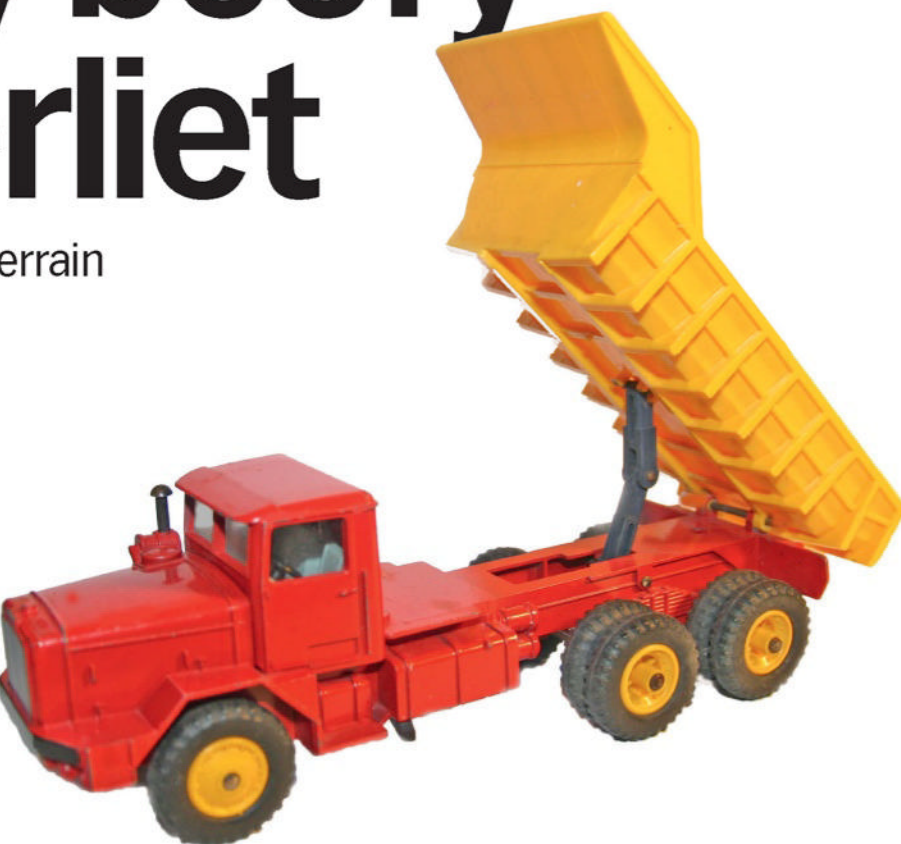
John Morris discovers an all-terrain French Dinky classic.

In a previous issue of *Diecast Collector* (June 2016), I wrote about French Dinky's Berliet GBO Saharian oil pipe laying truck, number 888. Known as the 'Lord of the Desert', French Dinky replicated the Berliet GBO because of its importance to France's oil exploration in the North African desert.

Launched in the second edition of the 1969 French Dinky catalogue, they introduced a further version of the Berliet GBO, all-terrain vehicle, as quarry dump truck or tilting tipper (725). It is said that this model was one of the last to be manufactured before the closure of French Dinky's Bobigny factory, in Paris.

French Dinky's 188mm long Berliet 6x6 GBO was numbered 572 and cost fr 22.225 when new. At a 1/43 scale, the cab and chassis were derived from the 1960-1966 pipe laying truck and the tipper truck displays all the features of the same beefy chassis and its leaf springs, with the vehicle's details stamped into the metal frame. The plastic tipper body raises and lowers with a rack and pinion, which uses a lever and bar mechanism; no imitation hydraulics, here. The red chassis and yellow tipper body was the only colour scheme. The cab had plastic windows and an interior layout. The baseplate was pressed steel, painted black, and the model was boxed on a plinth. Sadly, the production run was one of Dinky's shortest, finishing in 1971.

There was no competitor to the Berliet GBO and 1,600 were built between 1956 and 1973. A 15 litre, 6-cylinder turbo-charged Berliet MDO diesel engine produced 300hp through a 10-speed gearbox, with



ABOVE Showing the tipper body raised.

a two-speed transfer, which resulted in 20 forward and 4 reverse gears. The original design had to be modified to take the truck's larger 1800x25 Michelin tyres, which prevented this heavy vehicle from sinking into soft ground. These wider tyres were also necessary to support that beefy chassis, two double reduction rear axles and the front axle and its engine.

The trucks weight was some 60 tonnes, having a top speed of 50 km/h, which produced a rolling weight of 95 tonnes. Fuel consumption was 140 litres per 100 Km requiring the truck to carry 40,000 litres of diesel. Overall, the truck's length ranged between 9.230m and 11.455m and its width was 3.465m. Ultimately, the GBO was replaced by the more stylish Berliet GBC. ■



BELOW French Dinky's all-terrain Berliet GBO.



ABOVE Some of the finer detail and base plate.



ABOVE The original French Dinky Berliet GBO truck, made from 1960-1968.

OFF THE BEATEN TRACK

Andrew Ralston investigates...

Morris Minor by Golden Wheel

Golden Wheel Die Casting Factory Ltd was typical of many toy companies that sprang up in China some three decades ago.

The rapid development of Chinese diecasting capabilities led Hong Kong toy manufacturers to relocate their production facilities across the border in Guangdong Province where labour costs were lower. Founded in 1989 with a staff of only four in the first year of operation, Golden Wheel followed a similar pattern to many other Far East-based toy firms, dealing with sales, marketing, design and administration in office premises in Hong Kong but carrying out production in China.

Initially making cheap toy cars of Matchbox/Hot Wheels size, Golden Wheel began to target adult collectors with models of vintage vehicles, often American in inspiration and sometimes with a slot in the roof for a savings bank (similar to a pattern associated with Ertl products). There were also smaller diecasts which are similar to Lledo vans which were so popular at the time, with fictitious logos such as the vintage Ford 'International Soft Drink Juice Co' van. But Golden Wheel was also active in securing permission to use well-known trademarks such as Fed Ex, 7 Up,



ABOVE The four basic colour schemes on the Minor. Other versions boxed individually exist, such as a yellow cab and a Pepsi-Cola promotional. These are better finished, with plated parts.

Coca Cola and, above all, Pepsi, whose logo appears on many different toys and models. Another more recent line has been a range of children's pedal cars in the style of vintage vehicles.

The Golden Wheel Morris Minor seems to have been a one-off rather than part of any particular series. Dating from the mid-1990s it has similar proportions to the well-known Corgi model but instead of being to 1/43 scale it is 10.4 cm long, which works out at 1/36 scale. The casting is to a reasonable standard but the shape of the grille is too angular at the corners and doesn't look quite right. The separate grille and bumper components in grey plastic give a rather sombre appearance, and the colours chosen aren't very cheerful either: dark blue, dark green and a reddish-pink shade. The car was supplied to the toy trade in boxes of twelve pieces, containing three examples of each colour.

Another variation exists in the form

of a yellow taxi from New York, where a Morris Minor would certainly have been a change from the usual Checker cabs! If the standard issue looks a bit plain, this one goes to the opposite extreme, not only because of the bright yellow finish but because the grille and bumpers – and in fact the whole base – are chrome plated. The Minor also comes with chrome trimmings in a two-tone paint finish (cream with contrasting roof in various colours), elaborately decorated with Pepsi Cola logos and packed in a special box. This carries the Golden Wheel name underneath whereas the ordinary issues have no identifying markings, so that it is only from the trade box that their provenance can be established.

Today Golden Wheel offers 1/18 scale collectors' models of a standard comparable to Maisto and other big names. In terms of quality, the company has certainly come a long way from the simple Morris Minor. Who knows, though: perhaps the Golden Wheel Minor – now twenty five years old – will itself be a collector's item one day? ■



ABOVE Though larger in size, Golden Wheel's Morris Minor closely resembles the lines of the Corgi Classic version.

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

Like father, like son...

Francisco Mota went down memory lane in search of 1/43 replicas of his father's cars and realised it was not a task as easy as it might seem.

Probably the first toy car that any kid asks from his parents is the replica of the family's set of wheels. For a child to have in his hand the 'same' car as his parents, opens chances to replicate on his bedroom floor, some of the journeys made with the family in the real thing.

Of course, it was not always that simple to find the exact replica. Toy manufacturers would not release all models on sale, let alone all body configurations,

for instance the number of doors. Cars may have two or four doors and he was a lucky kid who found the correct door count in his toy. Re-stylings and model year changes were not so common in the past, however some car makers already did those, making toy maker's life even more difficult. And when you, as a small child, finally found the correct replica of Dad's car, usually it was painted the wrong colour. Still, imagination was a great part of any child's play so if a toy car was green instead of grey, it was not such a



big issue. Some of us (guilty as charged...) even got hold of small cans of paint and repainted the toy to the correct hue, using a toothpick... As long as Mum didn't find out about this early DIY activities.

As a diecast collector, things become a little different of course. However, the idea of building a small collection of 1/43 replicas of your father's car looks as attractive as when you were a little kid playing with toys. The play part of it becomes the famous 'hunt', the process where you go out and try to find the replicas you need to complete this new collection. As all collections, it becomes slightly obsessive, while you gather one scale model after the other. The first ones are usually the easiest to find but then things get more complicated as it takes more time and some luck to get the most elusive replicas.

TWELVE YEARS AFTER...

The collection you can see in these pages started more than a dozen years ago and only recently it was deemed, more or less, finished. Some of the latest diecasts were not even planned by any model maker when the first ones were bought. And that's not because Dad owned a series of Ferraris, Lamborghinis and Porsches. If he had been so lucky to afford exotic cars, my job of collecting scale models would have been much easier. Then again, I would probably be collecting real cars by now, instead of scale models.

Most model makers give priority to expensive cars for their releases, as collectors tend to choose dream cars instead of normal cars. If you can't afford a real Porsche, why not buy a nice replica of your favorite model, in the exact version, as there's no shortage of variety for the collector to acquire.

The job gets much more difficult when the scale models you're looking for are everyday cars, a series of affordable family cars of different eras. In my case, it helps my Dad was a car nut (he passed me the bug, obviously...) and tried to buy the most fun car he could, within the limited budget he had for this part of the family's expenses. I'm not sure my Mum agreed on that, but that's another story. To make a collection out of this theme, it also helped that Dad preferred performance to reliability, making the purchase of a new car something that could happen every three years. That's probably the reason why he never bought a Toyota...

Every car has a part in some of the family stories and those memories emerged when I got hold of a few of these models. Always pleasant to relive moments that I thought were long forgotten.

As a car enthusiast since young age, it was not difficult to remember all the cars my father owned and write down a list of scale models to search for. However, it was more difficult to remember exactly which year he bought each car. He had the habit of

//

The collection you can see in these pages started more than a dozen years ago and only recently it was deemed, more or less, finished. Some of the latest diecasts were not even planned by any model maker when the first ones were bought.

//



LEFT BMW 1602 (Minichamps), Fiat 128 Rallye (Rio) and VW Golf GTI (Detail Cars) all diecasts from different eras.



TOP From left, Fiat 124 (EG), Fiat 128 Rallye (Rio) and Fiat 124 Special T (Hachette by Norev) all from late sixties and early seventies when Fiat was very popular. **ABOVE** From left, Fiat 131 Mirafiori (Polistil) and BMW 1602 (Minichamps) this first is a toy, the second a collector's item.

buying new cars, from official dealers only, so that helps to establish at least the year model of each one. For a collector, those are part of the things you spent time thinking about. The plan was not to go wild in terms of cost per model, avoiding hand build limited series, if any of those came up. Having a few Italian cars in the list, this was always a risk as we know. It didn't happen and only diecast models were bought, at the lowest price available. So let's see how I did, after twelve years of searches in shops, initially and the Internet, more recently.

FIRST SET OF WHEELS

The first car my Dad bought with his own money was a used Volkswagen Beetle 1200, just before I was born in the late sixties. Obviously I do not remember seeing the car, but I think he said the car was painted light cream. Vitesse by Cinerius launched a replica very close to what I can see in the black and white



pictures in the family album. The only difference being that the scale model is an open top version, with the canvas folded backwards. My dad's car had a regular steel roof. I'm still looking for the right model to replace this one. This is an early Vitesse effort, considered as a 'vintage' scale model nowadays, something that is not that easy with the Beetle. The VW didn't last long and was replaced by a 1966 Fiat 124, a four door family car able to transport the family and to enter some regional rallies for standard cars, at weekends. Yes, really, he did that! Italian brand Edison Giocattoli, released a red version that was just like my dad's. Not a perfect model in any way, even if it features chromed grille and bumpers, wheels with hubcaps and a nice tan interior.

The next one was bought more with rallying in mind, even if it still had to comply with family duties: a brand new 1971 Fiat 128 Rallye painted white, before my Dad had the bonnet painted rally matt black. The model had extra spotlights, but they were replaced by much bigger racing Cibiés for night rallying. One of the memories I have from traveling in the rear seat was holding to the roll-bar to avoid hitting it with my head. Rio first released this car in mustard yellow and I bought one. More recently the Italian model maker also issued a pristine white version, with side black stripes and four rounded rear lights, the only 128 that had those. Unfortunately, the Rallye was



ABOVE Round lamps are typical of first generation BMW 02 series.



ABOVE Double flutes acting as exhaust pipes in VW 1200 by Vitesse Cinerius.



ABOVE 124 Special T was a very inspiring name for a four-door family car.

LEFT Volkswagen 1200 was the first of a long series of cars in the family, model by Vitesse Cinerius.



ABOVE From left, a VW Golf GTI MKII (Schabak), Seat Ibiza GLX (Hachette) and a Renault R19 by Norev, all marked an era.

TOP A pair of VW Golf GTI MKI, the silver diecast on the left is by Detail Cars while the red one is by Minichamps.



ABOVE Schabak's Golf has some opening parts like the boot hatch.



ABOVE Detailed interior in Norev's Renault R19, including all dials.



ABOVE Realistic multi-spoke rims in Hachette's Seat Ibiza MKI.

stolen one night and the burglar was clearly not a rally driver as he crashed it against a pole and bent it. The car was repaired; however, Dad was not happy with it and replaced it with another Fiat. This time a bigger 124 Special T, the first 1600 engine he ever had. Painted dark blue, it impressed any kid in our street with its four headlamp front end. It was also used a few times as a rally car, of course. Hachette released a partwork model made by Norev, unfortunately they decided to paint it light blue. The front end is very well rendered, as is the three box shape and rear lamps. Looking inside, a 'faux' wood veneer in the dashboard can be seen. The 124 was damaged beyond repair in a road accident, when another car hit us straight on, no one had any serious injuries.

FROM ITALY TO GERMANY AND BACK

The next car was a used BMW 1602, an interim choice while the next new Fiat was on its way. The car was painted green with chromed grille and hubcaps, but the only scale model I found was an orange version made by Minichamps. It looks stunning, with that shark nose front end and round rear lamps, plus a completely detailed cabin. The 1602 was the first car I ever drove, before being old enough to take my driver's license... just a few metres in an empty carpark.

The following new car was a Fiat 131 Mirafiori 1300, the restyled version painted dark blue again. This was a major disappointment as the car was heavy and didn't have enough power. Polistil launched,

in time, a toy with the right colour but it has the pre-facelift styling, some heavy shapes and out of proportion details. One to swap as soon as possible. The real thing only lasted until a brand new VW Golf GTI MKI arrived in 1981. Rallying was off since the Fiat 124 Special T had gone, but the GTI gave more joy than any car before. So much so that he swapped it for another MKI a couple of years later. The first was painted silver, the second was Mars red and I found the right colours for these. The older car was issued by Detail Cars, the second is a Minichamps release of the famous Pirelli Edition, which my Dad's wasn't. Obviously the red model is much better, one of the most detailed MKI diecasts I know.

Instead of keeping the GTI (what a mistake...) a new car was coming, in the form of the original 1984 Seat Ibiza 1.6 GLX. A beautiful car to look at but not much more than that. It was the first car I drove after taking my driver's license. Hachette released a series about Seat and this is one of those. General shape is good, details not so good, but wheels look nice. It's a three door, my Dad's was a five door in the same silver colour. Then it was back to the VW Golf, now the MKII in GTD form. The turbo Diesel trend was starting, offering great torque but not enough power. Schaback launched a five door (I needed a three door) painted the same dark metallic grey as the real car. It reproduces a GTI, not a GTD, the only difference being the red front grille surround that was silver in the GTD. Opening parts without ruining the shape of the model has always been a Schabak expertise, and there are some here.



THE FIRST JAPANESE CAR

The GTD was sold to give way to the first company car, a humble 1.4 Renault 19. Great chassis, comfortable to sit in but no power. Norev made a replica of the original version, very close to the real car, painted silver, while my father's was dark green. The following car to arrive at our door step was a Honda Concerto 1.6 16V. Dad asked for my, by then, already professional opinion and spent the allocated budget on the most powerful family car on sale for the money. Being a Honda it lasted longer, of course, and the engine brought smiles to his face until the last day he owned it. This is the one I can't find a model of, I've searched everywhere and didn't find a 1/43 replica.

The Honda gave way to something more serious in 2003, a MKI Audi A3 1.9 TDI. Again, this was a car he loved; powerful, high quality, fuel efficient and handsome. He travelled more miles in it than in every car he had before and then sold it for a new MKII Audi A3 2.0 TDI. Better engine, better cabin, better overall... the best car he ever owned. Minichamps issued both models through Audi dealer collections, the MKI I got in the gold launch colour, while MKII is the 'right' metallic black, the same colour the MKI also had. These are near modern Minichamps issues, more so the MKII, featuring excellent shapes and proportions and an array of details, inside and out. Maybe because the Audis were expensive cars, a Suzuki Vitara was added to the fleet for usage in more demanding road conditions. The SUV-mania was not yet what it became, the Suzuki was a proper 4x4 and was used like one. PremiumX launched the original pre-facelift three door version, while Dad's was a facelifted dark green five door, something I couldn't find yet. The next plan was to swap both the A3 and the Vitara for something that could have all in one, like a VW Tiguan, however there was not enough time for this. The A3 MKII still lives with the family. Between the missing Honda Concerto and some models with the wrong colours or specifications, there are still some work to do in this collection. Let's hope it doesn't take another dozen years. ■

ABOVE The Audi years, with a MKI A3, on the left and a MKII, on the right, both by Minichamps and both bought at dealers.



ABOVE This angle clearly shows the differences between the first two Audi A3 generations.

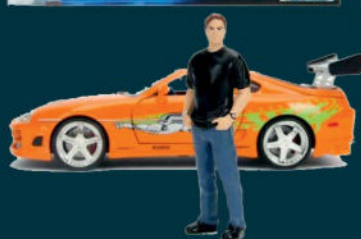
LEFT Vitara was a small but capable 4x4, not an SUV. Model by PremiumX.

BELOW Suzuki Vitara looks great as a scale model car, even with Japanese license plates and two doors.



CODE NINE UK LTD

FOR AN EXTENSIVE RANGE OF WHOLESALE DIECAST MODELS



www.codenineuk.com

01773 605844

codeninesales@gmail.com

JOHN AYREY
DIE-CASTS LIMITED
OVER 250 BRANDS
STOCKING 50,000 PRODUCTS
TRADE SHOWROOMS IN
WEST YORKSHIRE & DORSET
DELIVERING WORLDWIDE
OPEN YOUR ACCOUNT
TODAY AT
WWW.AYREY.CO.UK

AT COLLECTIONS
NZGI
ACADEMY
HOBBY MODEL KITS
BRITAINS
Abrex
Amusing Hobby
Sun Star
ACCURATE MINIATURES
am
CORGI
BEEMAX
CMC
B
AVENUE 43
MiniArt
Heller
BTM
NEO
Schuco
burago
CULT
AEI
KROS
TARMAC WORKS
ENLIGHT
collectibles
K
conrad
AIRFIX
Schuco
Bauer
BADGER
AIRBRUSH CO.
KIT
HOBBY BOSS
JOHNNY LIGHTNING

Head Office and Main Showroom
Discovery House, 8A Sapper Jordan Rossi Park
Otley Road, Baildon, BD17 7AX
Tel: 01274 594119
E-mail: enquiries@ayrey.co.uk

WE ARE - TRADE ONLY
COLLECTORS PLEASE CONTACT
YOUR LOCAL MODEL SUPPLIER

Southern Office and Showroom
Unit 15, Liberty Close, Woolsbridge Ind. Park
Three Legged Cross, Dorset, BH21 6SX
tel: 01202 828308
E-mail: southsales@ayrey.co.uk

Colour-changing superheroes

Mike Pigott continues his series on superhero models with a look at some colour-changing hero cars from Hot Wheels.

Since the 1980s, Hot Wheels has produced several ranges of colour-changing diecast vehicles. Various sold under the names of Automatic, Colour Racers, Colour FX and Colour Shifters, the models featured the novelty action of changing colour when exposed to heat or cold – usually achieved by dipping the car in warm or cold water. Early examples were finished in colour-changing paint, while more recent examples had bodies made from a heat-sensitive plastic. There was even a range called ‘Convertables’ that changed shape and colour when immersed in hot water (see the November 2007 issue – Ed.)

By the 1990s the novelty of colour-changing cars had worn off somewhat, and the concept was retired for a time. In 2008, a new range of colour changing vehicles was introduced, now called Colour Shifters. This incarnation featured models with plastic bodies and diecast bases (of which there were many in the Hot Wheels ‘Mainline’ range). A wide selection of vehicles was used, including a heavy emphasis on the former Speed Demons and other grotesque animal and monster shaped vehicles. Also, there were some models based on DC Comics characters, including three vehicles seen in big-screen superhero blockbusters.

BATMOBILE (1989)

The Batmobile from the 1989 film *Batman* was one of four different Batmobile models introduced to the Hot Wheels line in 2004. It is a very good representation of the film car, if slightly too narrow. It has a heavy, plated diecast base which incorporates the front turbine, side intakes and rear exhaust pipe. The body is moulded in one piece, including the massive rear fins, and there is a clear glazing unit fitted.

The colour-shifting version of the Batmobile is somewhat different to others in the range. Moulded in black plastic, it remains black except for some decals on the nose which are intended to be invisible when the car is cold, but appear when heated. The decals consist of four tongues of red flames, something that I can’t really see Batman applying to his car. The flames only really disappear under extreme icy-cold conditions, and at room temperature tend to be dull but visible.

BATMOBILE (2005)

This Batmobile made its debut in the 2005 film *Batman Begins*. Originally called the ‘Tumbler’, it was a military prototype developed by Bruce Wayne’s company for the purpose of emergency bridge construction. The car was heavily armoured and able to leap large distances. Initially it was painted in a brown and tan camouflage pattern, but Batman later re-sprayed it in a more appropriate black finish. This Batmobile was destroyed in the sequel *The Dark Knight* (2008), but in the third instalment *The Dark*



ABOVE The 1989 Batmobile in its blister pack.



ABOVE The 2005 Batmobile packaged with the lenticular swap card.



LEFT The 1989 Batmobile with unlikely flame decals.

Knight Rises (2012) several more Tumblers were seen, having been stolen from Wayne Enterprises by the evil Bane. These versions were in desert camouflage colours and were fitted with gun turrets.

Hot Wheels introduced a basic model of the Tumbler Batmobile in 2005 to tie in with the release of the film. These were not part of the Mainline range, but part of a small series of *Batman Begins* vehicles that included one diecast model and a Batman figurine. To be honest, it is not a particularly good representation of the Tumbler, especially where the front wheels are concerned. The real car had no front axle, and the two front wheels were held in place by side brackets with an open space in the middle. The Hot Wheels model has a front axle, large wheel arches, and no representation of the brackets holding the wheels. Early releases had a separate rear spoiler, but in 2009 the tool was modified so that the spoiler was part of the plastic body moulding.

The colour-shifting version of the Tumbler had an undetailed, plated metal base and was fitted with inappropriate black mag wheels with chrome hubs. The interior was chrome-plated, and the glazing was tinted a deep red colour. Ideally, a colour-changing model of this vehicle would be black, and when heated would reveal a tan camouflage pattern. However, the body was painted a dark chocolate brown, which turned into a lighter, solid tan colour when heated.

GREEN LANTERN

One DC hero that we haven't covered recently in *Diecast Collector* is Green Lantern. The Green Lantern Corps is an interplanetary police force, run by the immortal Guardians of the Universe. Those judged fearless and worthy are given power rings, which can create solid-light constructs from glowing green energy. Each Green Lantern patrols a given sector of space, with the ring protecting him from any harm. The Green Lantern on Earth is Hal Jordan, a Californian jet pilot who was born without fear.

Despite being around in different forms since 1942, the Green Lantern remains much less well-known than his DC Comics stablemates Superman, Batman and Wonder Woman. However, he is regarded as one of the 'big guns' of the DC Universe, and appeared in several TV cartoons such as *Super Friends* and *Justice League*. In 2011, the character was adapted into a feature film, starring Ryan Reynolds as Hal. Unfortunately, the film was not a success at the box office due to a weak storyline and excessive CGI effects.

In the film, Hal drove an orange 1971 Dodge Challenger R/T. He also performed a bit of product placement when he rescued an out-of-control helicopter with a giant green Hot Wheels track created by his power ring. Hot Wheels introduced a model called '71 Dodge Challenger to its mainline range in 2011, which was painted orange and sold in *Green Lantern* themed packaging. The following year, a modified version of this car was incorporated into the Colour Shifters line.

This version featured a plastic body with an integrated boot spoiler, a metal base, and a black interior which also incorporated the grille and bonnet scoop. Unlike Hal's car, this one was painted olive green, with a lime Green Lantern symbol on the roof and green flames along the side. When heated, the car turned a

The Tumbler Batmobile in dark brown.



ABOVE The 2005 Batmobile changing to tan under the hot studio lights.

RIGHT Green Lantern's Challenger in original dark green.

BELOW RIGHT Green Lantern's car in glowing mode.



ABOVE Green Lantern's car in its Glow packaging.



ABOVE Green Lantern movie poster.

lurid light green. In fact, it was made from glow-in-the-dark plastic, and would glow when the lights were turned off. The glow plastic seemed to have a 'memory', and if you shone a torch on it, only those parts touched by the light would glow. It appeared that the dark green paint inhibited the glow. Admittedly the car in the film was a different colour, and was not used by Hal in his Green Lantern identity, but this was a fun model related to an under-appreciated superhero.

PACKAGING

Colour Shifters were packaged in wide blister cards. Each pack included a lenticular swap card, which could be tilted to show the car in its 'before' and 'after' (or should that be hot and cold?) state. These were widely available in the UK, but have since become hard to find. ■

AMAZING DIECAST BARGAINS FROM KEITH'S CARS OF DERBY

"FOR LOTS MORE EXCITING MODELS, PLEASE VISIT MY WEBSITE: WWW.KEITHSCARS.CO.UK"

FANTASTIC NEW 1/43 MODELS! ALL POST FREE!!



IXO 1976 PETERBILT 359 WRECKER 82.99



IXO 1954 GMC 950 COE TR150 38.99



IXO 1980 INTERNATIONAL TRANSTAR 4300 TR153 38.99



IXO 1971 MAN 19.280H TR155 38.99



IXO 1980 MERCEDES-BENZ L608D SERVICE & RECOVERY 35.99



ICONIC REPLICAS 1959 KENWORTH BULLNOSE MAYFLOWER TRANSIT CO. 77.99



OXFORD 1960 H.M. QUEEN'S VAUXHALL CRESTA FRIARY ESTATE IMPERIAL GREEN 23.95



OXFORD BEDFORD CF MR WHIPPY ICE CREAM VAN C.J. COPNER 19.95



OXFORD 1975 LAND ROVER S3 ROYAL MAIL POST BUS KINGIE 19.95



ATLAS ASTON MARTIN DB5 'GOLDFINGER' ALPS CHASE 16.99



VANGUARDS 2019 FORD RANGER RAPTOR PICKUP 37.99



VANGUARDS 2019 FORD RANGER RAPTOR PICKUP SOUTH WALES POLICE DEMONSTRATOR 37.99



IXO 1970 DODGE CHARGER RT 29.99



ATLAS LANCIA BETA MONTE CARLO TURBO LE MANS 1980 22.99



ICONIC REPLICAS PETERBILT 281 FROM THE MOVIE 'DUEL' 156.99



ICONIC REPLICAS 1976 KENWORTH W900 FROM THE MOVIE 'SMOKEY & THE BANDIT' 156.99

IXO FOR ATLAS 1/43 TRUCKS! AMAZING DETAIL & FANTASTIC VALUE!! ALL POST FREE!!



RENAULT DR 340 CEREALES DANIEL JIMENEZ SPAIN 1988 29.99



PEGASO 1086 ER FUEL TANKER TRUCK CAMPASA SPAIN 1973 29.99



PEGASO 2011-50 TANKER HOUGHTON ZOZAYA SPAIN 1977 34.99



RENAULT DG290 DUMP TRUCK SPAIN 1987 29.99



BARREIROS SUPER AZOR GRAN RUTA 'PARCET' PARRAMON SPAIN 1978 27.99



BARREIROS PUMA TIPPER SPAIN 1961 24.99



BARREIROS 64-26V DUMP TRUCK SPAIN 1972 27.99

MORE BRILLIANT 1/43 ATLAS BUSES! 27.99 EACH POST FREE!!



CHAUSSON ANG 'TRANSPORTS ORAIN MESSAC' FRANCE 1956



BERLIET PLB 6 AIR FRANCE 1953



CITROEN T45 ROUTE 40 PARIS TO ST. ANDRE DE L'EURE FRANCE 1934



BERLIET PHL 100 RATVM MARSEILLE FRANCE 1962



SCHNEIDER H ROUTE BJ PARIS, FRANCE 1916



SAVIE M SCU10 PARIS FRANCE 1965



GMC 6000 US BUREAU OF PRISONS CALIFORNIA USA 1990



CITROEN 46 DP UAD ROUTE 53 PARIS-FONTAINEBLEAU-SENS FRANCE 1955

FANTASTIC WELLY/NEX 1/24 DIECAST 1986 VOLVO 240GL POLICE CARS OPENING DOORS & BONNETS 24.99 EACH POST FREE!!



'POLIS' SWEDEN



'POLITI' NORWAY



'POLITI' DENMARK



'POLITIE' NETHERLANDS



POLICE BELGIUM



'POLITI' NORWAY (BLACK & WHITE)

NEW OXFORD DIECAST 1/76 MODELS ALL POST FREE!!



BRITISH ARMY RASC AUSTIN K2 AMBULANCE 'KATY' FROM THE FILM 'ICE COLD IN ALEX' 19.95



VOLVO FL EMERGENCY 1 SOUTH WALES FIRE & RESCUE 29.95

BIG STUFF!! EXCELLENT NEW 1/18 MODELS! ALL POST FREE!!



MCG 2020 PORSCHE 997 'OLD & NEW' JPS JOHN PLAYER SPECIAL 72.99



SPARK PROTEUS BLUEBIRD CN7 DONALD CAMPBELL LAND SPEED RECORD LAKE EYRE 1964 429.99

TOYWAY 1/12 CHOPPERS & HOPPERS! FIGURES ONLY 29.99, OR 49.99 WITH CHOPPER BIKE!



CONTACT KEITH BY EMAIL: SONOFCORNERSHOP@BTINTERNET.COM CHEQUES/POSTAL ORDERS PAYABLE TO KEITH BRADLEY - SEND YOUR ORDER TO:

KEITH'S CARS, 25 ALLESTREE LANE, DERBY DE22 2HQ TEL: 07976 917574



Going East

Michael C Shaw revisited his youth with a look at the East Kent bus fleet.

The sun twinkled on the blue band of the distant horizon as my train cantered along, passing orchard and meadow, across the north Kent marshes, it's whistle shrieking and crowned by a plume of white steam, ahead of time with steam to spare. I had become more excited by the minute at the prospect of a summer's day of pure enjoyment on the beach.

I had wanted to get off at the first view of the coast line; at Seasalter, Whitstable, Swalecliff, Tankerton and Herne Bay and once again at Birchington's delightful country station. It was a bright sunny day in early July, one of those dangerous cloudless deep blue sky days with a slightly fresh breeze 'comin' up Channel over the Goodwins'. A day which so easily might end in tired tears, sun burn and the painful application of calamine.

As our train steamed importantly into Westgate's humble clap-boarded station on the North Kent Coast we were welcomed by a uniformed porter and ticket collector and a parade of red brick Victorian shops, complete with cast iron bracketed corrugated sheet canopies in 'gold rush, western style' known more formally as 'Colonial'. Most had window displays featuring buckets, spades, swimwear and cheeky post cards. One had bags of marbles, binoculars, model motor torpedo boats and big red plastic 'RT' type London buses, Empire made! There was an up-market ladies' fashion shop which hadn't changed its stock or display since at least 1935, according to Dad. There was also a bright and jolly tobacconist and sweet shop with clear yellow cellulose sun blinds and enamel signs, plus ancient pull-bar machines outside. Inside were Dinky and Morestone diecasts, tinsplate, Minic Greeline 'T' types and, in a corner of hallowed ground, was Hornby Dublo and post war 'O' gauge tinsplate behind the counter. Dad purchased a roll of precious 127 film for his new 'Box Brownie', though years later admitting to wanting to purchase the tinsplate too! However, I am getting ahead of myself.

ABOVE (Left to right) EFE Guy Arab Utility in standard post-war livery, OOC Guy Arab Utility in wartime grey and crimson Lake livery, EFE Leyland TD1 in pre-war livery and EFE Bedford OB coach in immediate post-war livery.

BELOW At Canterbury's original bus station are seen a 1936 Leyland TD4, later re-bodied, a 1933 Morris Commercial Imperial and 1937 Dennis Lancel II.

TO TRAVEL HOPEFULLY

My parents, grandparents and their forebears were all 'strong on sayings'. 'To travel hopefully is a better thing than to arrive' comes to mind. In fact, as always, I was in two minds. You see I would have loved to have stayed on my aromatic train with its sense of purpose, its hypnotic motion, sway and syncopated rhythm, swathed in mystic steam, but I also wanted to build sand castles, play in the salty sea, look at star fish and crabs in seaweedy rock pools all day, be terrified by jelly fish and feel the warmth of the July sun on my pale skin.

I could smell hot sulphurous coal and heated oil from the locomotive. I could taste the coal dust and dry steam on my tongue and hear the strange south London voices of the crew, as they brought coal forward in the tender. This was, after all, one of Stewarts Lane's finest 1930s Schools class 4-4-0 express locomotives. The ticket collector shouted through his plain tin megaphone, sounding like a drain – 'Nothing remains so fresh as the incomprehensible' as Great Gran used to say! The choice was made for me as I was hoisted down from the carmine and cream carriage by Dad



and transferred into my mother's arms and 'plonked', one of her favourite words, into my pushchair, already uncomfortably loaded with towels, beach-wear, spare nappies and sand-free lunch.

The animated knot of railway staff and passengers dispersed, while condensed droplets of oil, water and coal smuts ran down the glistening red and cream carriage, each a little rainbow'd prism. A whistle blew and was answered by a shriek from the locomotive, the train 'curfuffled' away into a mirage of heat hazed crazy bent tracks and out of sight under an overbridge.

EAST KENT

Hot, stropic and unco-operative as ever, I refused the overloaded pushchair and insisted on walking alongside. Pushchairs were for wimps, babies, girls and one's luggage – which is, what, in effect my parents used it for. It was really hot and I was dazzled by the unusually new white stone road surface which perfumed the air with hot tar and looked too military for a UDC.

It was love at first sight, just ahead parked on this white carpet was the most beautifully ancient double decker bus I had ever seen. It stood imperious and still, it was empty and making ticking sounds as its engine cooled, whilst its radiator gave off heat and a slightly venomous hiss!

The white-capped crew sat chatting and smoking on a bench shaded by a tree. Their soft drawl a cross between the Elham Valley, Wessex and the Blue Ridge Mountains!

I dragged against the push chair slowing my parents beach-ward procession in order to observe the lustrous ivory (cream) and deep cherry red livery, the gilt serified capitals 'EAST KENT' underlined and JG registration. Inside were polished veneer, deep cushioned moquette and adverts. I can only assume at this distance it was a rebodied 1936 Leyland TD4 that remained in service well into the 1960s. "He wants to go on the bus" said Dad. "Maybe later" said Mum, "if it rains, – we might go to Margate and the shops". I may have been less than two and not so articulate in those days but I could see the weather patterns of East Kent and the Channel Coast. No way was I going to get rain or a ride on an East Kent bus that day! Then, as now, I never give up. It took around two years before my dear grandparents were conned into catching a green and cream Maidstone and District Bristol K on the No.26 from Gravesend to Faversham, Market Square, where we changed to a red and cream East Kent AEC Regent on the No.8 for Canterbury, where we changed again, just prior to the days of the new bus station for a No.6 relief in the shape of an early 1950s coach, a Leyland Royal Tiger, over the hills to Herne Bay and the sea. To



ABOVE At a Folkestone vintage running day, a 1951 Beadle/Leyland re-build is at the stop, with a 1962 AEC/Park royal Bridgemaster and Stagecoach Olymoian approaching.



ABOVE Easy to imagine this was taken in the late 1960s, not 2005, a full-fronted AEC Regent V, Guy Arab III/Park Royal and 1969 Daimler Fleetline/Park Royal show off classic East Kent colours.

be honest, I can't remember much about either day's outing except a summation of sand-filled sandwiches, rock pools, sand castles and horrendous sunburn. I travelled hopefully and half a century later remember both the steam trains and the buses quite distinctly. A lesson applied to my own child's upbringing. His favourite treats being a restaurant seat overlooking a busy ring road or a trip behind steam – anywhere! The meal land 'the anywhere', being incidental!

EARLY DAYS – COMING TOGETHER OF INTERESTS

Until fairly recently East Kent was the most neglected of the three BET sisters – 'Southdown, Maidstone & District and the East Kent Road Car Company', in terms of published history – if not enthusiast following.

The earliest motor bus service in the area began on 24 April 1899, by André de Livet, son of the famous inventor. It ran between the coastal resort of Herne Bay and the regional Roman capital of Canterbury. It utilised a six-seater Daimler, followed in June 1904 by a Daimler-Benz between Herne Bay railway station, the town's Grand Hotel, a service provided by a Mr Root and Mr

BELOW Corgi Classics 1/50 scale set of AEC Regal and Bedford OB coaches.





BELOW (Left to right) OOC MCW Metrobus Mk II in 1990-3 livery, EFE Bristol VR III in 'de-regulation livery, OOC AEC Reliance/BET single-decker bus, EFE Leyland PD1 lowbridge, with short-lived experimental red roof, and EFE Leyland PD2 lowbridge in standard double-deck livery.



ABOVE Corgi MCW Metrobus in traditional East Kent livery, celebrating 75 years of the company, 1916-1991.

Clarke and driven by a Harold Chapman whose son and grandson were to serve the future East Kent Company for many years with distinction.

Electric tramways developed in the Isle of Thanet and Dover areas in the early years of the twentieth century. However, it was at Deal that things really kicked off. Sadly, the Isle of Thanet and Dover tramways failed to survive the interwar period for, as renewals were required, the local authority interests preferred private enterprise to take up the burden rather than the rate payer and handed services over to the expanding East Kent Company.

The Deal Walmer & District Omnibus Company began its service using a 16-24hp four cylinder shooting brake purchased from King Edward VII and a 24hp Lifu bus in 1905. This enterprise was backed by BMMO as part of the British Electrical Federation.

ROMANTIC ATTACHMENTS

A certain Sidney Garcke, an automobile officer for BEF Ltd, was courting a young lady who lived at nearby Kingsdown and was disappointed by BMMO withdrawing the Deal service because of the unreliability of its vehicles during 1907. Sidney Garcke's father was chairman of BET and he managed to get his father's backing to take over the services using the fleet, most of which were little more than a year old, and married the girl. Unsurprisingly, the service restarted in April 1908 with a single deck route from Deal to Kingsdown. After several false starts, a service between Herne Bay and Canterbury was begun by Frederick W Wachter,

another founder of East Kent. At Easter 1914, Folkestone and District Road Car Co began operations by Thomas Tilling Ltd, using vehicles painted in a cherry red livery.

All these local services prospered but were quickly overrun by the events of World War I which raged just across the Channel within hearing distance. The heavy concentrations of troops, refugees and ancillary staff outstripped the ability of the newly formed companies to cope, using an infant form of modern traction. It wasn't helped by the hostility of Folkestone and other local authorities to the licensing of much needed new vehicles.

The various interested groups got together at a meeting on 18 July 1916, as the slaughter of the Somme Valley continued less than 100 miles to the South East. The group authorised the liquidation of its assets, which were then vested in the new East Kent Road Car Co, which began trading on 1 September 1916. One of Deal & Districts Daimler CD Single Deckers was despatched to Ringwald for repainting. It emerged with Folkestone & District cherry red lower panels with ivory white above and lettered in serif-style 'EAST KENT' in gilt, in the style that remained until the mid-1970s. In mid-December 1915, a landslide at a place called 'Little Switzerland' or Eastwear Bay, between Folkestone and Dover, blocked the main railway line to the strategically important port of Dover, leaving it served only by the former 'Chatham' route. As a result, any vehicle which could climb the notorious Dover Hill out of Folkestone heading for Dover or Castlehill, now closed to traffic, in the direction of Canterbury, was pressed into service; the railway not re-opening until after the cessation of hostilities in 1919. I suspect this was most certainly the reason for the government approved amalgamation of East Kent's passenger transport interests.

EARLY DAYS – TOWARDS THE INTERWAR PERIOD

Unlike during World War II, there was not a system of petrol rationing, only shortages during the 1914-18 war. However under 'DORA' – 'Defence Of The Realm Act', but rail travel, especially to the Channel ports, was actively discouraged. Opportunities under wartime conditions to develop new services were strictly limited, but develop they did.

Walter Flexman French, a famous name in bus circles, got involved as the First War came to an end and decided

between the BAT and Tilling groups to define territorial areas of influence. Southdown, based at Brighton, and Maidstone & District at Maidstone were divided from East Kent, based at Canterbury by a line drawn south of Faversham to Hastings and another from Ashford to Rye in East Sussex. East Kent built up considerable coaching interests in the United Kingdom and Western Europe prior to its National Bus Company days, which began during the 1919 railway strike. The company helped get many stranded holiday-makers home by beginning its first regular coach service to London.

GOOD HOUSEKEEPING

East Kent was in many ways both a conservative and innovative company. It was well-run and could be eccentric with its 'Road Car' title and lack of fleet numbers. Its buses were well looked after on a two year 'complete strip down cycle'. It was late into double-deckers, ordering Leyland Titan TD1s in 1930, while its first rear-engined Park Royal-bodied Daimler Fleetlines came as late as 1969, a full decade after its sister company Maidstone & District. It kept its old livery as long as it could and reinstated it on privatisation.

The company was good at utilising its assets to the full and was a master at rebodging vehicles and 'mixing and matching' chassis running units and bodies to best advantage. The last example of this was to convert its austerity Guys and even some later vehicles to open-toppers which, when superseded by more modern open-toppers, it managed to hire out to London Transport for further sightseeing duties, well into the 1970s. It also ran tours far and wide into Europe as well as throughout the UK. When enlarged Hovercraft services were introduced, day trips around northern France were added. East Kent had always serviced the increased services to and from Dover, Folkestone and Ramsgate Docks and, under the Skyways banner, served Continental air services originating at Lympne from Victoria coach station.

Expanding during the 1920s and 1930s, after despatching various operators, some classified as 'pirates', set up during the wake of the Great War thanks to the surfeit of vehicle chassis, by various means, including acquisition, the company settled to run a fleet of Leylands, plus various Dennis chassis and 30 Morris Commercial Imperials. Introduced in 1932/3, these showed the future style with their Park Royal bodies, but only lasted until the outbreak of World War II. In an era of expansion and consolidation, services gradually expanded to comprehensively cover the area.

FRONT LINE SERVICE

Not many bus companies could claim to have assisted with the evacuation of the British Expeditionary Force and allied armies from Dunkirk and thereafter with the fall of France; to be targets of both air attack and constant bombardment between Deal and Hythe from German coastal batteries. The area was further subject to V1 cruise missile attack at the end of the conflict, although



Not many bus companies could claim to have assisted with the evacuation of the British Expeditionary Force and allied armies from Dunkirk and thereafter with the fall of France.

BELOW EFE Plaxton Paramount coaches in 1970s livery on an excursion and working for Skyways to Lympne Airport.

most V2s reached their destinations in the Thames Valley. A hundred buses and drivers were given over to government contracts, East Kent's head office garage and bodyshop were destroyed in May 1942 and garages at Dover, Deal and Broadstairs were badly damaged, many staff being killed or injured, while female staff levels increased.

With most seaside resorts on the Channel coast being restricted areas, many East Kent vehicles were sent elsewhere to spend the war with Devon General or operators in the East Midlands and even further afield.

Holidays and travel were officially curtailed, but people found other ways, usually via the offices of friends and families, to get a break in less stressful locations than south-eastern England. However, holiday camps were easily adapted as military camps – and vice versa some might say! East Kent buses, together with the 15-inch gauge Romney, Hythe and Dymchurch Railway, was still in great demand for 'R and R' services to and from centres of entertainment, especially in the build up to D Day.

Having lost several roof-mounted gas bags during the first War because of Channel gales, this was not repeated. However, hilly routes prevented the use of producer-gas units on towed trailers, and East Kent suffered more than most from reduction of services. With many of its newest vehicles away working for Lincolnshire Road Car, West Yorkshire, Southdown, Caledonian, Thames Valley, Aldershot & District, City of Oxford, Associated Motorways and Devon General, Utility Guys began to arrive, which set the scene for post-war vehicle development, when the company began using these robust and reliable vehicles, often rebodied, together with an influx of AEC types with Park Royal bodies.





ABOVE Bristol VRs, including a Willowbrook-bodied example on early 'Park 'n' Ride' service, and Leyland Nationals at Canterbury bus station, during the transition from NBC Poppy Red to 'traditional' post-deregulation livery.

ABOVE LEFT The real thing, seen where that East Kent TD4 was first seen almost half a century ago.

BELOW Dinky Toys Leyland Tiger/Duple Roadmaster, masquerading as a Weymann-bodied AEC Reliance, and a Maudslay bus, based on the Ratio kit, built by the author, very similar to the preserved 1930 Tilling Stevens B10, flank a moulded plastic Leyland front-entrance bus by an unknown manufacturer, all in 1/76 scale.

POST WAR BOOM, DECLINE AND NATIONALISATION

There was a pent-up demand for holidays and, as early as Easter 1945, vast numbers of people began arriving in East Kent, with the beaches often still covered with barbed wire entanglement and uncleared of mines. Everything, including East Kent buses, was in short supply. The company rebodied what it could, often using local companies such as Beadle of Dartford. The battleship grey and unvarnished red of the war years were swept away with the revival of the traditional livery. Coaches were originally painted in two tone red and ivory but this was later simplified to a dual purpose bus/coach livery of ivory and red. For a time, some double deckers sported red roof tops but these were later removed. New buses were ordered. 'Tin front' Guy Arab IVs with Park Royal bodies of almost identical appearance to those appearing on current London Transport RTs were ordered (a lost opportunity by EFE here?) and delivered for 1953, to add to the 40 highbridge Guys with exposed radiators delivered in 1951. Pre-War Dennis Lancets were rebodied, with similar new vehicles added, while 24 pre-war Leyland TD4s and 5s had been rebodied with ECW L55R bodies during 1948-49. In 1955, the company opened a new bus station at Bouverie Square, Folkestone and, in 1956, replaced the 1922 St Peter's Place bus station in Canterbury with another new purpose built venture at St. George's Lane, Canterbury, recently rebuilt.

Another 25 Guys arrived during 1956/7, to be followed in 1958/9, by 40 AEC Regent V with full-fronted bodies. Half-cab Regent Vs and three AEC Bridgemasters followed, alongside an increase in length from 30ft to 36ft for single-deckers as the 1960s



ABOVE RIGHT Corgi Plaxton Paramount in 'Venetian Blind' post-privatisation livery.

progressed. East Kent had to wait until 1969 for its first 25 Daimler Fleetlines bodied by Park Royal.

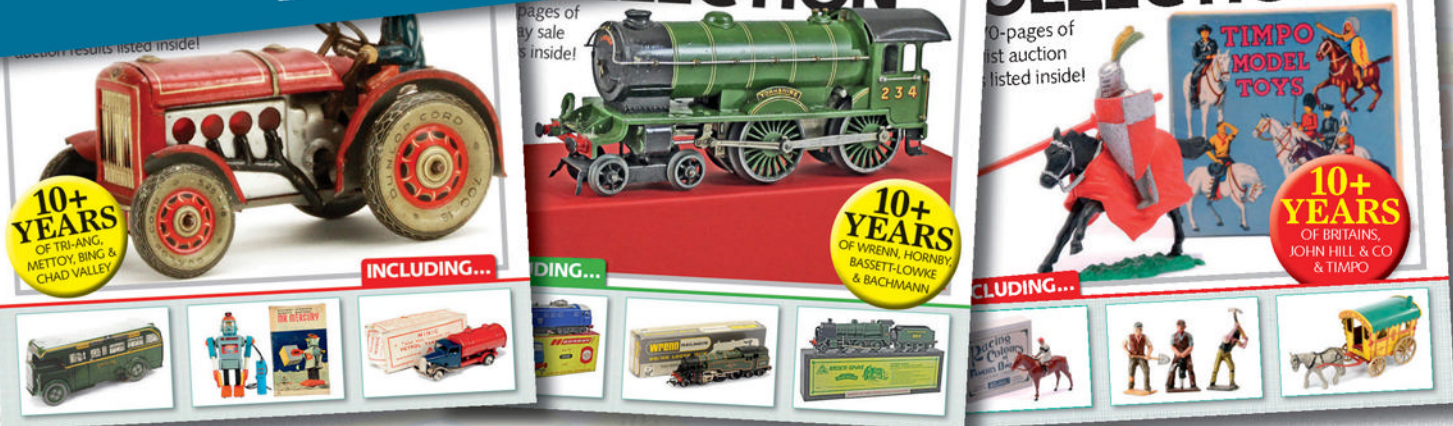
In the late 1950s, many of the single deck Dennis Lancets III had been rebuilt with full fronts and continued on rural routes well into the late 1960s or early 1970s, together with post-war Park Royal-bodied dual purpose Reliances. Post-war problems included a bus strike in July 1957. Earlier, the flooding of low-lying areas on 1 January 1953, cutting railway lines, caused considerable disruption, resulting in 30 coaches, unlicensed and stored for the winter, being pressed into railway emergency service.

In general, labour and customer relations remained good throughout the company's existence. Business to and from the Channel ports increased year on year, as did express services to London, local airports and from railway stations to ports prior to the opening of the Channel Tunnel. A rural service OPO agreement coming into effect as early as 1955/56. The tour business gained an excellent reputation until swallowed up by National Travel, although a short lived 'East Kent Coaches' business was sold separately to the buyout by Stagecoach.

The Poppy Red era began when East Kent became part of the National Bus Company in 1969. A pale shadow of the old livery and some traditional livery repaints were revised by a management buy-out during the late 1980s, which lasted a few short years until the sale to Stagecoach in 1993 which, to its credit and that of enthusiastic local managers, has arranged vintage running days at Dover, Folkestone and latterly Herne Bay for many years. A big thank you to the preservationists too! For me East Kent, underlined, with the big 'E' and 'T' on the red and cream livery really was love at first sight, even though I was only two years old and my feelings haven't changed... ■



AVAILABLE FOR PRE-ORDER



Due to popular demand, you can now pre-order individual issues of Toy Collectors Price Guide - Whole Collection as a physical product!

Pre-order your paper copy of our in-depth guides for diecast, railways and other vintage toys, and find auction prices from the past 10 years.

These guides are also available to download to your digital devices today by visiting: www.ccofgb.co.uk/tcpg-collection



Visit: www.bit.ly/paper_specials
to pre-order today!



EST. 2013
C&T
 AUCTIONEERS
 VALUERS

KENT

Vintage & Collectible Toys Auction

13th & 14th September

View auction catalogue & bid online via our website: candtauctions.co.uk

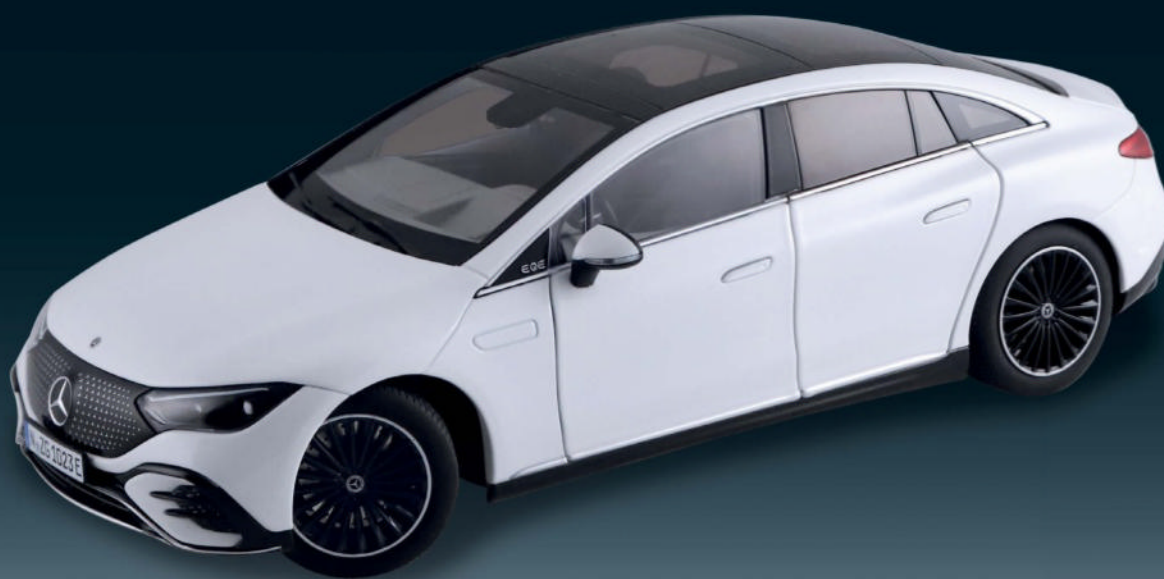


For more information on this auction or to consign to future auctions, please contact our Toy Specialist - our Toy Specialist Glen Chapman - Tel: +44 (0)1233 510050 | Email: enquiries@candtauctions.co.uk
 C&T Auctioneers and Valuers Ltd. Unit 4, High House Business Park, Kenardington, Kent, TN26 2LF

NOVELTY
2023



NZG Nürnberger Zinkdruckguss-Modelle GmbH



1:18

Mercedes-EQ EQE | Opalite White

www.nzg.de

Chevrolet Corvette Grand Sport

David Lynn looks at scale models of the instantly recognisable American classic...



ABOVE Seven liveries spread across five actual cars during 1963-66 events. The TSM duo are #8 (metallic blue, top left) and #2 (dark blue with white stripe, centre of back row), and the other five are Eagle/UH models.

The 1963-67 Chevrolet Corvette C2 Sting Ray is an instantly recognisable American classic; readers of a certain age may remember Corgi's cherry red split-window coupé with its swivelling headlights.

Taking its styling themes from the 1959 Corvette XP-87 Stingray Racer concept and V8 engines up to 427 cubic inches (7.0 litres) delivering 435 gross bhp, this was an awesome beast. The ultimate C2 was the Grand Sport "Lightweight", intended as a track rival for the Ford-supported Shelby Cobra programme, despite the ongoing Automobile Manufacturer's Association ban on official racing initiatives. It was created in secret by Corvette chief engineer Zora Arkus-Duntov, with an intended batch of 125 for homologation in the FIA's Grand Touring category and an eventual target of winning the Le Mans 24 Hours.

Five coupés were built in 1962-63 and loaned out as ostensibly "private" entries within a continuing development programme which culminated in a 377c.i. (6.2 litres) V8 producing 485 bhp in a twin tube frame with fibreglass coupé bodywork around an aluminium 'birdcage' cockpit. Just as vital for the legend, there were an evolving series of macho vents and grilles, massive side-pipes, an impressive array of rear light and vent holes, a vented differential cooler below the rear window, and huge wheels and tyres. The fussy split-window was ditched, matching a change on ordinary Sting Rays after a year.

GM top brass axed the project in early 1964 and ordered their destruction, but Duntov instead arranged a symbolic sell-off for three cars (chassis 003, 004 & 005). Chassis 001 and 002 had just been converted into roadsters with a massive rollbar and cut-down windscreen for intended entries in the Daytona 24 Hours and eventually Le Mans, and were hidden away until being sold in 1966. Denied homologation, the Grand Sports were limited to



ABOVE Cockpit detail on Eagle/UH 0004, chassis 002 modified to roadster in 1964, with livery as raced at Bridgehampton 1966.



ABOVE Close-up of cabin fixtures for TSM 144320, chassis 003 in 1964 Sebring 12 Hours livery.

BELOW The brutal front of TSM 124323, chassis 005 at the Nassau Speedweek in December 1963, the first public appearance of the Grand Sports.





ABOVE My five Eagle UH models with chassis 001 (#10), 002 (#12), 004 (#3) and 005 (twice - #2 & #4).



ABOVE The four different bonnet formats, alternating from left with TSM, Eagle/UH, TSM and Eagle/UH.

minor domestic categories and events, although three years of Sebring 12 Hours appearances brought wider exposure, particularly on their 1964 debut with three immaculately presented entries.

The all-white #4 of Roger Penske/Jim Hall – later to become successful founders of respectively the Penske and Chaparral racing teams – led the opening laps, ahead of a squadron of works and NART Ferrari Le Mans racers, the Shelby Cobra Daytona coupé, and hordes of lesser Cobras. The last significant track appearances came in mid-1967, just before the replacement Corvette C3 “Shark” launch. All five survive today and have been described as possibly the most coveted and valuable Corvettes ever built, not for what they accomplished, but for what might have been.

My seven models are shown with a red Minichamps Sting Ray for comparison; this was an exclusive for ModelCarWorld a few years back, in an edition of 1008, alongside normal issues of a black convertible and a silver coupé. Five come from the extensive Eagle Collectibles range of about ten diecast coupé and roadster liveries which first appeared in 1999 and were also sold under Eagle Race and Universal Hobbies branding, and depict most of the recognised race appearances in various permutations of the traditional USA racing colours of blue and white. Many

schemes were distinctive, but there are some twins with only racing numbers and trivial differences to split them. The other two are recent resins from the TrueScale Miniatures (TSM) range of eight (so far) coupés and roadsters, with several inevitable repeats of Eagle/UH liveries.

Although the Eagle/UH are older mass-produced diecasts, their detailing is excellent, with many specific features and sponsor stickers to each livery, the Firestone-logo tyres, and detailed baseplates. Intricate cockpit detail is visible on both Roadsters but white #2004 has incorrect screen wipers, which were removed from #002 during its roadster conversion and are

BELOW Possibly my favourite model, TSM 144320 of chassis 003 at the 1964 Sebring 12 Hours again, from its most dramatic angle.



Model number	Body/racing number	Colour	Event/drivers/result	Chassis number	Body features
Eagle Collectibles					
#2002	Coupé, #3	Pale blue, red stripe	1964 Sebring 12 Hours (Johnson/Morgan, 32nd)	#004	Radical bonnet with big grilles, Perspex headlight covers
#2004	Roadster, #12	White, blue stripe	1966 Bridgehampton USRRC round (Wintersteen, 17th)	#002	Smooth bonnet hump, cut-down windscreen
#2005	Roadster, #10	Mid-blue, yellow trim	1966 Sebring 12 Hours (Thompson/Guldstrand, retired)	#001	Smooth bonnet hump, full height windscreen
#2007	Coupé, #2	White over blue	1965 Sebring 12 Hours (Wintersteen/Goetz/Diehl, 14th)	#005	Radical bonnet with big grilles, blue headlight covers
#2010	Coupé, #4	White	1964 Sebring 12 Hours (Penske/Hall, 18th)	#005	Low flat bonnet hump, blue headlight covers
TrueScale Miniatures					
TSM 144320	Coupé, #2	Dark blue, white stripe	1964 Sebring 12 Hours (Foyt/Cannon, 23rd)	#003	Radical bonnet with big grilles
TSM 124323	Coupé, #80	Pale blue	1963 Nassau Speedweek (Thompson, various placings)	#005	Low flat bonnet hump with big twin vents



ABOVE The four different bonnet formats again, alternating TSM and Eagle/UH after a switchround, also showing this roadster's incongruous screen wipers.

incongruous for a cut-down windscreen. Blue #2005 shows chassis 001's only identified race appearance at Sebring in 1966, now owned by the Penske team and reconfigured with a 427c.i. (7 litres) upgrade, a full-height windscreen, and contrasting yellow highlights on the wheels and side pipes for the Penske/Sunoco scheme. Period photos show a darker blue, a conspicuous front oil cooler, small side screens, only a single wiper, and matt black wing tapes and headlight



ABOVE Eagle/UH roadster in 1966 Bridgehampton format versus TSM's Coupé on 1963 Nassau debut.



ABOVE The 1966 Bridgehampton Eagle/UH roadster again compared with the Minichamps Sting Ray road car.

covers; these differences are visible in online photos of TSM's depiction which looks a significant improvement.

The trio of Grand Sports at the 1964 Sebring 12 Hours is shown by two of my Eagle/UH coupés and the dark blue TSM below.

Both TSM coupés exhibit the excellent quality expected of a modern resin from a high-end maker, with sharper body edges and deep paint finishes giving a gorgeous pair of models; both come with Goodyear-logo tyres. TSM144320 (dark blue with white stripe #2) includes superbly intricate roof lights for night racing, a tiny radio aerial at the back of the roof, and bonnet cords with a correctly single leather strap. It has been criticised for having too dark a shade of blue, but the result is visually dramatic. TSM124323 (pale blue #80) appeared at the Nassau Speedweek series of short trophy events in December 1963, when three "privately entered" Grand Sports overwhelmed the Cobras in the first clear demonstration of its potential; apparently several Chevrolet engineers took holidays in the Bahamas that week ...

Most Eagle/UH versions can still be found online for £30 upwards from UK and/or European sources while ebay sometimes throws up cheaper orphans for a patient searcher. TSM prices are much higher, with little chance now of stumbling upon bargains." ■

Remembering P.C. Pinkerton

Mike Pigott looks at Ertl's model based on a little-known British children's cartoon.

P.C. *Pinkerton* was a short-lived animated cartoon that was aimed at very young children. Produced in 1988 by Trevor Bond Associates, it featured the adventures of Police Constable Bob Pinkerton, an old-school bobby based in the idyllic middle-English village of Cleybourne. Unusually for a cartoon character, Bob Pinkerton was a family man and lived with his wife Jill and children Jane and Peter. The programme was intended to show the life of a policeman, although his life was a pretty mild one. There appeared to be no crime in Cleybourne, and Bob's most dangerous duties involved helping children cross the street or rescuing pets from trees. P.C. Pinkerton would address the audience directly to explain what he was doing. He was voiced by Ian Lavender, best known for *Dad's Army*. Only 13 episodes of the show were produced, although like many of these five-minute children's cartoons, they were re-run frequently on the BBC.

MODELS FROM ERTL

A diecast toy car based on *P.C. Pinkerton* was produced by Ertl in 1990. This may seem an odd combination, given that Ertl was an American company best known for model tractors. However, in the 1980s Ertl had a great deal of success with toys based on British TV franchises aimed at pre-schoolers, such as *Thomas the Tank Engine* and *Postman Pat*. Given that *P.C. Pinkerton* was a less famous property, Ertl didn't invest a lot of money in tooling. It used an existing casting, a Volkswagen Beetle convertible that originated in the 'Smurfs' range from 1982. After that, the little Beetle was re-used quite frequently in Ertl character toy ranges, and was also driven by Noddy, Tweety Pie, Garfield and Dennis the Menace. All used the same casting, but with a different, oversized character figure in the driving seat. P.C. Bob appears to be the final issue of the VW, and was the only one of the Ertl cartoon ranges to consist of a single model.

P.C. Pinkerton's police car was painted yellow, with a grey folded roof and a black plastic base. It had a figure of Bob at the wheel, in his dark blue uniform and bobby helmet; he was well painted, with his buttons, face and bushy moustache all touched in, and there was a police badge printed on his cap. The car featured a large police crest on the front, while there were smaller crests and chequered stripes on the doors. 'POLICE

RIGHT PC Pinkerton in his convertible.



RIGHT The model in its distinctive packaging.



– STOP' was printed on the rear, and rather strangely, 'POLICE' was written across the front windscreen. The front and rear lights were painted, while the number plates were marked 'PCP1'. The car rode on black low-friction mag wheels.

In the TV show, P.C. Bob usually rode a bike, but occasionally used a patrol car. His car was a white hatchback with blue and yellow checks, unlike Ertl's yellow convertible, although an enclosed car is not really suitable for oversized character figures. The model was packaged on a large blister card with a big picture of P.C. Pinkerton outside a police station.

The Ertl car is the only diecast vehicle based on the *P.C. Pinkerton* franchise, although other merchandise was produced including storybooks, videocassettes, figurines and a walkie-talkie set. The show is rarely seen today and remains relatively unknown. ■



ABOVE Rear view of the miniature police car.

Andrew Clark Models
Est. 1981  **Collectors Toys**

Email: andrew@andrewclarkmodels.com
Or post list to: Andrew Clark Models,
Unit 1, Toller Court, Shortbank Road,
Skipton, North Yorkshire. BD23 2HG

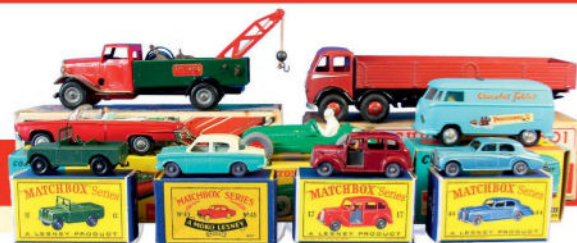
WANTED NOW!

All Diecast, Tinplate, Toys and Trains
Top prices paid for;

Dinky, Corgi, Matchbox, Spot-On, Tinplate Toy,
All Trains, Planes, Britains, Scalextric, White Metal
Models, Minichamps, Quality 1/18 scale models,
Plastic Kits (Airfix etc...), Modern Collectibles.

- Anything Considered
- Will collect and pay on the day
- Will pay in a method to suit you
- Large collections a speciality, established 1981
- Many auction prices beaten

Call Andrew Today on 07753 804232 (Best Number) or 01756 793354



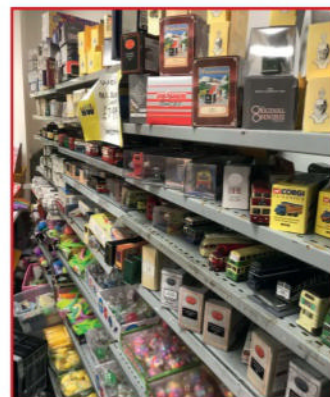
Always a brilliant selection of Dinky, Corgi,
Matchbox, Tinplate Toys, White Metal Models etc...
With new stock everyweek on our superb website!

Check out andrewclarkmodels.com

Also listing on ebay every week
Username: [andrewclarkmodels2](#)

Find our NEW model store in Blackpool

Located behind the tower, next to Boots chemist. 11.30am - 4pm 7 days a week!
Thousands of models in store, mainly Corgi, Lledo, EFE etc.



LEEDS MODEL CENTRE
(established in 1981)

COLLECTIONS URGENTLY REQUIRED

Lego, Lledo, Matchbox, Corgi, Old Dinky, EFE, Brooklin, Conrad, Lion, Hornby,
Scalextric, Britains, Solido, NZG, Tekno, boxed, railway etc.

★ **LARGE SURPLUS STOCKS A SPECIALITY** ★

YOU NAME IT WE BUY IT!

Can collect from anywhere in the world within 48 hours! *Send us a list or call our hotline now!*

BARGAIN WORLD: 95 Market Place, Heckmondwike, WF16 0HB Email: jonathan@bargainworldleeds.co.uk Tel: 07702 046795



Corgi through the years

Rick Wilson continues his series of year-by-year articles from the beginning of the brand in 1956. We continue the series with the models released during the second half of 1968.

1968
PART 2

Concluding 1968, the Corgi Toys releases continued on the good work from the first half of the year, with some really great new models. Sadly, though, a rather disappointing trend was starting to show itself as, by the end of the year, sales were shown to be down around 3 million units worldwide. On a positive note, the second half of the year featured a very famous flying film star doing the rounds at the time (I'd just been to see it at the cinema and couldn't wait to get my hands on Corgi's release) and another rather popular TV-related vehicle from the USA. There were five new gift sets to get excited about too.

So the second half of Corgi's year kicked off with two very summery releases in July. No.508 'Holiday Camp Special' Commer Mini-bus is a very brightly coloured revamp of the film studios version released late in 1967. Repainted orange and white, and with fancy decals applied, the Commer also carried some

baggage on its roof rack. Amazingly, this only lasted for one year, but still sold well. Continuing the holiday theme, the month's second release was Gift Set 10, which comprised the Marlin Rambler with a matching trailer and a plastic kayak with paddling figure. All mounted on a very appealing plinth, this was another short-lived release that proved popular too. Due to their short production lives, both of these releases command tidy sums today.

August brought us three new releases. No.338 Chevrolet SS 350 Camaro was the next 'Golden Jacks' release, adding to those released earlier in the year (see the September issue) and would be around for two years, selling close to 500,000 in that time. The other two releases for this month were both gift sets, and very timely they were too. Longleat was a popular holiday destination during the summer months, so GS8 'Lions of Longleat' Land Rover gift set with its lions, den, ranger and meat pieces was a popular choice. And with the Tour de France race having

ABOVE No 266 Chitty Chitty Bang Bang, No 277 Monkeemobile, No 334 Mini Magnifique and No 338 Chevrolet SS 350 Camaro.



ABOVE No.508 Holiday Camper Special Commer Mini-bus.
Photo: Vectis



ABOVE GS9 Massey Ferguson 165 Tractor and Trailer gift set. Photo: Vectis



ABOVE GS10 Marlin Rambler, Kayaks and Trailer gift set.
Photo: Vectis



ABOVE GS8 Lions of Longleat gift set. Photo: Vectis



ABOVE GS13 Renault R16 'Tour de France' Paramount Film Unit gift set. Photo: Vectis

CORGI TOYS 1968 JULY TO DECEMBER RELEASES					
No	Title	Scale	Released	Withdrawn	Sales
266	Chitty Chitty Bang Bang	1/45	November	1972	776,000*
277	The Monkees Monkeemobile	-	December	1972	82,000*
334	Mini-Cooper 'Magnifique'	1/41	December	1970	237,000*
338	Chevrolet SS 350 Camaro	1/47	August	1971	443,000*
508	'Holiday Camp Special' Commer Mini-bus	1/45	July	1969	157,000*
1111	Massey Ferguson '780' Combine Harvester	-	October	1972	89,000*
1139	Chipperfield's Circus Menagerie Transporter	1/48	October	1972	50,000*
1143	American 'La France' Aerial Rescue Truck	-	October	1980	699,000*
GS8	'Lions of Longleat' Gift Set	-	August	1974	357,000*
GS9	Massey Ferguson 165 Tractor Shovel and Trailer Tipper	-	December	1972	105,000*
GS10	Rambler Marlin and Kayaks	-	July	1969	123,000*
GS13	Renault R16 'Tour de France' Paramount Film Unit	1/43	August	1972	190,000*
GS15	Land Rover and Rice's Beaufort Horse Box	-	November	1977	629,000*

Source: The Great Book of Corgi 1956-1983 * + 1969 sales (figures lost in fire)

CORGI TOYS 1968 JULY TO DECEMBER PRODUCTION COLOURS		
No	Title	Colours produced
266	Chitty Chitty Bang Bang	As per the film car
277	The Monkees Monkeemobile	Red/white
334	Mini-Cooper 'Magnifique'	Metallic blue or metallic green
338	Chevrolet SS 350 Camaro	Gold/black
508	'Holiday Camp Special' Commer Mini-bus	Orange/white
1111	Massey Ferguson '780' Combine Harvester	Red/yellow
1139	Chipperfield's Circus Menagerie Transporter	Red/blue
1143	American 'La France' Aerial Rescue Truck	Red/white
GS8	'Lions of Longleat' Gift Set	White with black stripes
GS9	Massey Ferguson 165 Tractor Shovel and Trailer Tipper	As per constituent parts
GS10	Rambler Marlin and Kayaks	Blue/white
GS13	Renault R16 'Tour de France' Paramount Film Unit	White/black/red
GS15	Land Rover and Rice's Beaufort Horse Box	Blue/white

Source: The Great Book of Corgi 1956-1983



ABOVE GS15 Land Rover and Rice's Beaufort Horse Box gift set. Photo: Vectis

just taken place, GS13 Renault R16 'Tour de France' Paramount Film Unit gift set was rather relevant too. This is always a hard one to find in good condition today, with values affected accordingly. The same can be said for the Longleat set.

There were no new releases in the September, but October saw three more, all in 'Majors' form. No.1111 Massey Ferguson '780' Combine Harvester and No.1139 Chipperfield's Circus Menagerie Transporter both lasted until 1972, achieving modest sales in this time, but No.1143 American 'La France' Aerial Rescue Truck would remain in production until 1980, posting sales figures in excess of 700,000 during this period.

Onto November, and here comes that famous flying film star – No.266 Chitty Chitty Bang Bang. The movie was a real hit so there was no surprise that Corgi's superb recreation was too. With flip-out side wings and the four main characters riding in the amazing creation, it might have only lasted in the range until 1972, but it achieved sales well over the ¾ million mark. Several reincarnations have come out of Corgi's factory doors over the ensuing decades, but an original in its cloud-based box is by far the best version to have. Slightly overshadowed but, nevertheless, almost as impressive in terms of sales, was GS15 Land Rover and Rice's Beaufort Horse Box, also released this month.

Closing out the year was another trio of new releases. Beginning with No.277 'The Monkees' Monkeemobile (another screen favourite), this sold rather less than Chitty, despite a similar run in terms of time. It too has seen several later versions released. Soon to be recreated by the Corgi Model Club, December 1968 also saw the release rather delightful No.334 Mini-Cooper 'Magnifique'. It came in two colour version – metallic blue or metallic green – and featured opening doors, bonnet and boot, plus an integral sliding sunroof (stripes width varied) and tilting front seats. Finally, there was another gift set in the shape of GS9 Massey Ferguson 165 Tractor Shovel and Trailer Tipper, which was basically, as the name suggests, just an amalgamation of Nos 62 and 69.

For the next instalment, we'll take a look at the releases for 1969. See you in the November issue! ■



BELOW No.1143 American 'La France' Aerial Rescue Unit. Photo: Vectis



ABOVE No.1139 Chipperfield's Menagerie Transporter. Photo: Vectis



LEFT No.1111 Massey Ferguson Combine Harvester. Photo: Vectis

Feeling the pinch?

Subscribe now and save!

JUST £3.99 A MONTH

One Monthly Payment. No commitment. No catch.



The cheapest and easiest way to receive
Collectors Gazette every month

To view our latest subscription offers:

www.ccofgb.uk/gaz-subs2023 or call
01778 392480 and quote **GAZ/SUBS23**



A-Z of diecasts

In which **Alwyn Brice** starts a new series, leafing through the alphabet of diecasts.

It's a big venture (and seemingly getting bigger by the week!), and I freely admit that this sweep of diecast production cannot realistically cover everything. That said, hopefully, in amongst the entries, there will be something fresh for the seasoned collector; whilst those embarking on this fascinating hobby will have at their fingertips some information that may prove useful in their perusals or purchases. So, without further ado, let's begin...

ATLAS SHRUGGED

A division of De Agostini, the company (offshoot?) of Atlas Editions faded away from the collecting scene around 2018. Specialising in the subscription collection, something a little out of the ordinary, it hooked plenty of interested parties, largely because the models it presented were not necessarily available elsewhere. Coaches and buses in 1/76 scale were arguably its strong suit, with a wide range made available; but Atlas also supplied circus vehicles, military vehicles, road cars and earth moving equipment in the same scale. Locomotives were part of its offer (in 1/100 scale) and for bikers, its 1/24 range of two-wheeled transport was worth considering. Under the Atlas/Dinky banner, collectors today can find a huge range of models, with some very interesting road cars thrown into the mix, subjects that Dinky (or Corgi, come to that) never manufactured.

If 1/76 is too small for your taste (or you're not a coach livery lover), then the 1/43 above-mentioned range is worth consideration. Prices are extremely reasonable, even if paint quality can be a bit variable.



ABOVE All-time classic E-type Jaguar from Atlas, with a distinctive green and yellow box that used to be seen at every swapmeet up and down the country.



MADE IN CHINA

Anson may sound British but it's not. Like so many manufacturers today, much that belongs to the diecast realm emanates from China. You'll come across Anson in a bewildering number of scales: 1/14, 1/18, 1/24 (or should that be 1/27?) and 1/43 are all available. Many of these models hail from the 1980s, so are already 40 or so years old. The larger scale renderings tend to imitate those of Bburago but some of the models chosen (like the Plymouth Prowler and the Lamborghini Miura) reveal that the designers were casting their net quite widely.

In terms of quality, they cut the ice, with opening doors, bonnets or boots to help maintain a purchaser's interest. Sadly, though, some of the vehicles suffer from undersized wheels to my mind. That, and the rather liberal use that Anson has made of a standard wire wheel. Unless I'm very much mistaken, the svelte 1964 Buick Riviera would certainly not be running around on the same wheels as the 1931 Peerless saloon... Prices of these collectables also vary a lot, so it's clearly a case of *caveat emptor*.

THE REIGN IN SPAIN

That is, the reign of Auto Pilen. Based in sunny Alicante, it's a wonder that any models were ever produced by the factory...

But they were, even if the company frequently made use of other companies' moulds or drawings. Enjoying a 20 year production run, whilst much of the enterprise's output will be familiar to the British Dinky enthusiast, collecting Auto Pilen becomes something of a detective job. The fun lies in finding out where the inspiration (or indeed the actual model)

ABOVE This Renault Sport Spider in racing guise from Anson was offered in various colour schemes.



ABOVE A true rarity in real life, Intermeccanica's Indra was available as both a coupe and a soft top. This example is by Auto Pilen.



ABOVE Weird Citroën ID19 designed to run on water? Atlas was never afraid to embrace the bizarre.

for the Auto Pilen 1/43 product comes from. Whilst Dinky figures largely, the Spanish company also had connections with Mebetoys, Norev, Solido, Politoys and Corgi, to name but five manufacturers. For all its questionable development practices, quality is accepted as the company's long suit and collectors generally admire the finish and fit of vehicle parts.

What's not so well known is that Auto Pilen also produced a small range in 1/87 to rival that of Matchbox and its contemporaries. You'll find a selection on that well-known website but strange to relate, they tend to be labelled as rare – yet prices quoted are quite modest. You work that one out.

ART FOR ART'S SAKE

AUTOart (the offspring of Gateway Autoart) most definitely are not playthings, since their price tags are typically north of £200. These models are up there with works of art and the range is extensive, focussing (albeit not exclusively) on the type of car in which the well-heeled like to be seen. For that read Lamborghini, Koenigsegg, Aston Martin, Bugatti, Pagani and McLaren – although lesser (a relative word!) makes such as Honda, Audi, Chrysler, Toyota and Dodge can also be found. Strangely, the Ferrari marque is absent. Some single seater track cars are also in the mix and helpfully, the company has seen fit to embrace not just modern cars but past classics, too.

As would be expected with large scale models of this genre, finish is exemplary and each model seems to have been fully researched and documented for the sake of authenticity. In consequence, if you like high quality models which are packed with detail and which don't shy away from operating features like doors, bonnets and boots, all executed with an awareness of the real thing, then you can't go far wrong with this range. Just check first with your bank manager...

FORGOTTEN FARE

When a company exists for just under five years, it's predictable that a) not many examples of its diecasts will have been manufactured and b) not too many people will have even been aware of its existence. Such is the case with Automec.

In 1956, gaining castings from Kemlow (to be featured in a future issue under K), it proceeded to market a 3-ton lorry, which was a dead ringer for the Dinky version. Automec went on to offer this without a tilt and in quite a few different, muted colours, thus covering both the civilian and military fields.

Other output was aimed at road maintenance (count on a spreader and a sand lorry, along with different loads, which were retailed separately). It also tooled up for a caravan, which is very hard to find today; and even designed a 2.4-litre Jaguar saloon to accompany this (which is even harder to track down). These two models aside, the Bedford covered truck and the road servicing lorries do turn up from time to time. It is easy to confuse the 3-tonner with the Kemlow version, though, since 'Made in England' tends to be the only script to appear on the toy's underside. Boxes are known for the Automec range but are seldom encountered. Ultimately, this was another enterprising but short-lived attempt to get into the post-war diecast market. ■



ABOVE This Mercedes SL600 from AUTOart is a dealer's model, hence is rather costly. *Photo: eBay*

RIGHT Supercars always sell well: just look at the delicate door hinges on this Countach from AUTOart.



RIGHT A classic American saloon in the shape of a Cadillac Phaeton from Anson. *Photo: autos-minis.com*

BELOW Wonderful space age looks of the Ferrari Modulo from Auto Pilen (via Politoys?).



BATH | BRISTOL | MELKSHAM | TROWBRIDGE | SHEPTON

WANTED

MODEL RAILWAY & MODEL CAR COLLECTIONS

MODEL CARS

Dinky Corgi Matchbox

EFE etc.

RAILWAYS

All Gauges & Makes

MID & LARGE COLLECTIONS ALWAYS NEEDED

I AM A RETIRED PERSONAL HOBBYIST/DEALER

Contact Roger on 01225 360 037 or 07752 222 645

Email: rogersmith200@hotmail.com

TRACTORS

Hornby Dublo Triang

Bachmann Wrenn etc.

Metal & Plastic Kits

Live Steam 45mm

Mamod etc.

MonkBar
Model Shop
Established 1963

Find us by Monk Bar
Only 2 minutes from
York Minster

2 Goodramgate
York - YO1 7LQ
01904 659423

info@monkbarmodelshop.co.uk

Diecast Planes - Diecast Cars & Buses
Model Railways - Plastic Kits - Scalextric - Jigsaws



1963 - 2023

60 YEARS

Stockists of Corgi Aviation, Collectables, Vanguards, OOC
Plus IXO Models, MCG, Oxford Diecast, W.Britain, Hobby Master, Siku & Britains

www.monkbarmodelshop.co.uk

McLAREN MODELS

PO Box 21762, Larbert, Stirlingshire, Scotland FK1 9GG

Tel: 07483 260915 Email: BMclcars@aol.com

Scotland's largest diecast source since 1983



NOREV - 182778 - 1:18 - £72
1992 Ford Escort Cosworth, Purple Metallic



CMC - M-243 - 1:18 - £565
1955 Mercedes-Benz 300 SLR, Silver



AUTO WORLD - AW274 - 1:18 - £119.99
1957 Chevrolet Bel Air Convertible, Pink, 'Barbie'



MATRIX - 40603-152 - 1:43 - £99.99
1959-62 Ford Zodiac 206E, Maroon / Grey



AM. MUSCLE - 1304 1:18 £114.99
1950 Oldsmobile 88 Holiday Coupe



D'MASTERS - 85955 1:50 - £99
CAT D5 XR Fire Suppression



AM MUSCLE - 1295 1:18 £114.99
1955 Chevrolet Bel Air Hardtop

Website Open 24hrs or Phone 07483 260915 : Mon-Sat 10am-4pm
Worldwide Mail Order Available - Postage Extra, Details on our website

www.mclaren-models.com

Buckie Model Centre

**INTRODUCING
THE NEW PLAXTON TRIO
AVAILABLE TO ORDER NOW!**

Citylink 6 Cities

YX21NNR - Glasgow

YX21NNH - Edinburgh

YX21NNO - Glasgow M10



**£56.00
+ p&p**



Megabus

YX69LCA - Aberdeen Calling

YX69LCF - London Calling

YX69LCC - Caledonian Cruiser

Shipping
Oct/Nov

Citylink Gold

LSK871 - Inverness M10

LSK873 - Aberdeen M9

T4SCC - Glasgow M10



SAMPLE MODELS SHOWN
ACTUAL MODELS MAY HAVE
SLIGHT VARIATIONS

07487 899943

www.buckiemodelcentre.com

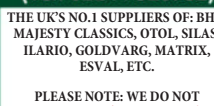


British Heritage Models

(Tel: 01244 320761)



OTOL: 1968 HILLMAN HUNTER MK II, PALE BLUE OR WHITE, LTD: 200 EACH. £89.99 EACH



MATRIX: 1959-62 FORD ZODIAC MK II, MAROON/GREY OR DARK GREY/GREY, LTD: 408 EACH. £84.50 EACH



OTOL: 1967 HILLMAN PAYKAN (LHD HUNTER), PURPLE, DARK BLUE, OR PALE BLUE, LTD: 200 EACH. £89.99 EACH



MATRIX: 1970 CORTINA 1600 SERIES II, AMBER GOLD OR MET. FERN GREEN/VINYL, LTD: 408 EACH. £84.50 EACH



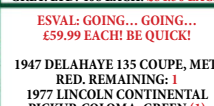
MATRIX: 1959-62 FORD ZODIAC MK II, MAROON/GREY OR DARK GREY/GREY, LTD: 408 EACH. £84.50 EACH



MATRIX: 1971 STUTZ DUPLEX SEDAN, MAROON OR WHITE, LTD: 408 EACH. £84.50 EACH



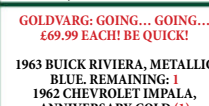
GOLDVARG: 1965 MERCURY PARK LANE BREEZEWAY, WHITE OVER TURQUOISE, OR BRONZE, LTD: 200 EACH. £82.50 EACH



1947 DELAHAYE 135 COUPE, MET. RED, REMAINING: 1
1977 LINCOLN CONTINENTAL PICKUP, COLOMA, GREEN (1)
1939 DELAGE D6-70 CLOSED CABRIOLET, BLACK (1)



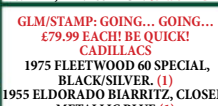
GOLDVARG: 1965 MERCURY COLONY PARK STATION WAGON, BURGUNDY OR WHITE, LTD: 200 EACH. £82.50 EACH



GOLDVARG: GOING... GOING... £69.99 EACH! BE QUICK!
1963 BUICK RIVIERA, METALLIC BLUE, REMAINING: 1
1962 CHEVROLET IMPALA, ANNIVERSARY GOLD (1)
1969 MERCURY CYCLONE COUPE, METALLIC BLUE (1)



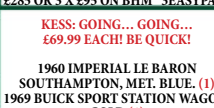
ILARIO: 1928 MERCEDES-BENZ 680S, OPEN, PETER USTINOV, LTD: 40 ONLY! £285 OR 3 X £95 ON BHM "SEASTAY"



GLM/STAMP: GOING... GOING... £79.99 EACH! BE QUICK!
CADILLACS
1975 FLEETWOOD 60 SPECIAL, BLACK/SILVER, (1)
1955 ELDORADO BIARRITZ, CLOSED, METALLIC BLUE (1)
1978 COUPE DEVILLE, METALLIC DARK RED (1)



OTOL: 1984 NISSAN PATROL SWB, TWO-TONES: GREEN, BLUE, PINK, OR BLACK £89.99 EACH



KESS: GOING... GOING... £69.99 EACH! BE QUICK!
1960 IMPERIAL LE BARON SOUTHAMPTON, MET. BLUE, (1)
1969 BUICK SPORT STATION WAGON, GOLD (1)
1968 DODGE PHOENIX SEDAN, BLACK/RED (2)



GOLDVARG: 1949 CROSELEY, BLUE WITH ROOFRACK/CASES, BHM SPECIAL PRICE! £64.99! BE QUICK!



BHM MAJESTY: 1970 CORSAIR 2000E, AMBER GOLD, AUBERGINE, OR MET. JADE GREEN, £89.99 EACH



BHM MAJESTY: 1959 STANDARD PENNANT, GREEN/CREAM, OR BLUE/GREY, £89.99 EACH



BHM MAJESTY: 1970 CORTINA 1600E SERIES II, METALLIC AQUATIC JADE WITH OPEN SUNROOF, £89.99

UK P&P
£4.50

www.britishheritagemodels.co.uk

2 Alyn Road, Chester, CH2 4DY - Email: bhm-uk@talktalk.net

UK P&P
£4.50

Superfast 1969-1982

Charting the evolution of the Matchbox Superfast range during the Lesney years, from 1969 to 1982.

No.
39



Number 39 during the Lesney-era Superfast range comprises an original fantasy concept-car in an eye-catching colour, along with a familiar looking Rolls-Royce.

CLIPPER

Range: Rola-matics

Production: 1973-79

Catalogue: 1973-79

Box Styles: I, J

From moving figures (No.47 Beach Hopper and No.28 Stoot) to rising and falling exhausts (No.39 Clipper), somebody at Lesney had definitely been very creative with their imagination.

Clipper is a wedge-shaped fantasy concept car-style creation with a pair of rear-exiting tailpipes that move up and down in tandem as forward progress occurs (described as "rise-n-fall exhaust" in the catalogue). It also features a rather exciting lifting canopy.

Always metallic magenta in colour (there were slight variations in the shade over the years) with a yellow interior and amber window unit, the most obvious variations, albeit still quite subtle are green headlamp units that are sometimes chrome and chrome exhausts that would later become plain white plastic, both of these changes were presumably to save costs.

An original Matchbox design, Clipper was identical

to a Speed Kings model called Shovel Nose (No K-32), although the larger car didn't have the moving exhausts feature.

ROLLS-ROYCE

Production: 1979-83

Catalogue: 1980-82

Box Styles: L

There had nearly always been a model of Britain's most prestigious car in the 1-75 series so, in 1980, it introduced a new Rolls-Royce... the latest Silver Shadow II. To be honest, it looked pretty similar to the Silver Shadow I, but featured a number of technical improvements.

Similarities aside, it was always a popular car and sold well so it made perfect commercial sense to keep the models fresh and this obviously included changing the model number to emphasise the fact that this was a very new model rather than simply just a replacement.

The Matchbox version was painted silver with a red interior, clear windows and an unpainted base, plus there were opening front doors. The grille, bumpers and headlights were a separate plated part, although there was no attempt at the famous bonnet mascot as it would most definitely have been too fragile at this scale.

The colour scheme was later changed to metallic gold with a white interior, then metallic red with a cream interior. ■



ABOVE With its canopy in the elevated position, it's easy to fully appreciate Clipper's interior.



ABOVE The difference between the early chromed and later white exhausts is clear to see.

TOP VINTAGE MODEL

DTCA Chairman, **Michael Driver**, picks another vintage favourite from Dinky...

Studebaker Land Cruiser

In the 1950s British cars were being updated from pre-war models and entirely new models were appearing on the roads. Similarly in America new cars were being developed and these were much larger and somewhat more exotic than the English ones at the time. In this period, we in England had to rely mostly on films to see these American cars. However, the toy manufacturers, including Dinky Toys did make models of them and hoped they might be exported to the US as well as collected by us. At least having a model of an American car was some consolation to the young collector at the time.

One such model was the Dinky Toys Studebaker Land Cruiser (No.172) which arrived in April 1954. The black and white advert indicates it is 'NEW' and 'Ready in April'. In the *Meccano Magazine* Dinky News of May 1954 the Toyman says 'I have been asked many times for more American cars, and now here is a handsome model of the stylish Studebaker Land Cruiser. As a matter of fact, it was intended to make this model some time ago, but production was unavoidably held up. Now at last the Studebaker is on sale.'

The advert describes the car as available in 'royal blue' with tan wheels or 'light green' with green wheels. It also states separately 'A special article on these interesting new models will appear in the May issue'. There are also various other colours used for the wheels and some models had white tyres. They were sold in illustrated yellow card end flap boxes before the model was deleted in 1959.

During 1956 a number of Dinky Toys cars were given two-tone colours including the Studebaker. The picture is of the 'low line' model. The July 1956 *Meccano Magazine's* colour advert on the back cover says 'New - colour finish'. It then continues saying 'In new and attractive two-tone finishes, this



ABOVE Dinky Toys Studebaker Land Cruiser (No.172) in royal blue and in light green.



ABOVE Dinky Toys Studebaker Land Cruiser (No.172) in tan and cream and maroon and cream both are low line two-tones.

model of a well-known American Sedan looks more realistic than ever'.

The Toyman's Dinky Toys News in the *Meccano Magazine* of August 1956 suggests 'that you visit your local Dinky Toys Dealer so that you can see for yourself the splendid appearance of the latest styles'.

The car is also illustrated in the colour advert in the September 1956 *Meccano Magazine*. It is the tan and cream version as the 'high line' model. The other colour was

maroon and cream and this model is shown in the 1957 Dinky Toys Catalogue with tan wheels. However, this illustration was for the 'low line' model which seems to suggest that the change between high and low line models was during 1957.

The Dinky Toys model appears to be based on a 1952 model of the Studebaker Land Cruiser. This real car was a development and change of design for the cars from the earlier ones produced by Studebaker. The famous designer Raymond Loewy was involved with these designs. The cars had overhead-valve V8 engines with 3-speed manual or 2-speed Automatic Drive Transmissions. ■

The Dinky Toys Collectors' Association

The Dinky Toys range has always included American cars and these are often discussed in articles in the DTCA Journal accompanied by many illustrations. You can find out more or join by visiting the website www.dtcawebsite.org

TOY COLLECTORS PRICE GUIDE

THE WHOLE COLLECTION

Split into **six volumes**, Toy Collectors Price Guide - The Whole Collection brings you **hundreds** of auction results from the **last ten years**.

Available individually or all together, find **in-depth** guides for diecast, railways and other vintage toys with results from major manufacturers including Corgi, Mettoy and more!



Buy now at www.ccofgb.uk/tcpg-collection

Stowmarket Model Railway Club

TRAIN & MODEL FAIR

Sunday 1st October at

Needham Market Community Centre, IP6 8BB

Doors open from 10am until 2.30pm

Entrance £2 (accompanied under 12s free)
Trade Stands | Club Layouts | Information Table

Refreshments available

For further information call 07876 243427

enquiries@stowmodelrail.club

BUS/RAILWAY COLLECTORS FAIR

PUDSEY CIVIC HALL, LEEDS
SATURDAY 28TH OCTOBER

2023

Up to 100 stalls 10am to 3pm

Admission £3

Enquiries to Barry Rennison 0113 236 3695

Email: rennisonbarry@gmail.com

www.samuelledgardsociety.org.uk

R. M. Toys Ltd



Russell Martin - Over 30 years experience in the model trade!

WANTED: Diecast, White Metal, Buses, Airplanes, 1/18th Scale, 1/43rd Scale, Formula 1, Modern Rally, Historic Rally
ANYTHING CONSIDERED COLLECTION AVAILABLE



For more information please contact:-

Tel: 023 9226 2446 Mobile: 07957 823507

Email: russell@rmtoys.co.uk

Or post list to:-

RM Toys Ltd, 31 Aston Road, Waterlooville, Hampshire, PO7 7XQ

TOY, TRAIN & SCI FI FAIR
GATESHEAD STADIUM
Neilson Road, Gateshead, Tyne and Wear, NE10 0EN 10am-3pm
Sunday 24th September

- Admission: Adults £4.00, Children/Senior Citizens £3.00, Early Bird £7
- Buy, sell and swap trains, diecast cars, buses and trucks, soldiers and more!
- Free parking, working exhibitions and cafe facilities

Interested in selling your collection or want a table to sell your stock?
Contact Jim on 07504 035955 or email: jim_corr73@hotmail.co.uk

Collectors Club
OF GREAT BRITAIN

Go to www.ccofgb.co.uk

For all the latest collecting news, reviews,
in-depth articles and event dates!

Sign up today to receive your **FREE** newsletter!

presenting the 51st Elsecar

Toy & Train Fair
Tuesday 12th September

Elsecar Heritage Centre, S. Yorks

Brown 'Elsecar Heritage' signs off Jct. 36 M1

Space for 150+ stalls @ £15 6ft, £28 12ft

Admission: Adults £1.50 7pm - 9pm

Early Bird Entry £2 @ 5pm

Tinplate • Collectable Toys • Dolls • Model Railways • Diecast Models

Newcomen Fairs Ltd, Elsecar Heritage Centre, Nr Barnsley, S. Yorks., S74 8HJ

t: 01226 744425

www.newcomenfairs.co.uk

e: sales@newcomenfairs.co.uk

R. M. Toys Ltd

Are Proud To Announce

London's No 1 Sunday Toy Collectors Fair

KEMPTON PARK TOY FAIR

At: Kempton Park Racecourse, Staines Road East
Sunbury on Thames, Middlesex TW16 5AQ. M3 Jct 1 onto A308

ON

SUNDAY 1st October

10.30am - 3.00pm

Adults - £5.00 OAPs - £4.00 Children - £1.00

Early Entry Buyers - £10.00 (8.30am onwards)

Approx 200 tables of toy and model dealers, buying,
selling and part exchanging a wide variety of collectables
including Model Railways, Model Cars and Buses,
Scalextric, Dolls and Teddy Bears, White Metal, Aircraft,
Display Cabinets, Memorabilia and much much more

For information and booking details please contact
Russell Martin on 023 9238 1529 or 07957 823507

Future 2023 dates: 3rd Dec

RAY HEARD TRAIN & TOY FAIRS

NEWTON ABBOT SUNDAY 17TH SEPTEMBER

Newton Abbot Racecourse,
Devon, TQ12 3AF
(follow the brown racecourse direction signs)

- Admission: £3 ■ Times: 10am to 3.00pm
- Free car parking ■ Refreshments available
- 160 tables ■ 60+ traders
- Early Bird entry from 8.30am

FUTURE CONFIRMED DATE:
12TH DECEMBER

For more information please contact
Ray Heard on **01823 480097**

AUCTION NEWS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB

FLYING HIGH IN WARWICK

Warwick and Warwick's latest auction saw some very competitive bidding, with a wide range of diecast collectables leading the charge.

Lot 208A containing later dated Matchbox models was estimated at £725 and sold for an impressive £1,950. Lot 209, comprising over 100 Matchbox themed items such as fire engines and replicas, also sold well and went for £1,300, over an estimate of £525. Lot 219 was a racing themed collection with Minichamps and Onyx, which sold for £850 and had an estimate of £450. If construction vehicles are your thing, then Lot 244 would have appealed. Consisting of Conrad, Corgi and NZG models it sold for £900, with an estimate of £380.

All the Corgi Aviation Archive lots sold well, as expected, as the condition of the models were all very good. One to note was Lot 285 (a collection including Mustang, Messerschmitt, Corsair and Spitfire aircraft) sold for £600 with an estimate of £400.

Finally, a lone Shackleton 7-ton Dyson trailer was estimated at £100 and sold for double that, settling at £200.

The company's next Toys, Postcards and Cigarette Cards auction will be held on Wednesday 20th September 2023. The full catalogue for this sale will be on its website (www.warwickandwarwick.com) in the next few weeks. ■



MATCHBOX IN THE LIMELIGHT

You can't keep a good Matchbox model down, can you? Vectis recently had the pleasure of dealing with Andrew Woodall's collection, amongst which were some interesting diecasts. The Yesteryear Y7 Leyland "W&R. Jacob & Co Ltd" Delivery Van with brown body, cream roof and silver grille was a rare issue, with knobbly black plastic wheels and rounded axles. This made £1,103. In turn, his Matchbox Superfast 14b Mini Ha-Ha was finished in red but had windows fitted and contained a flesh coloured figure with a brown helmet. In a type J New box, it whizzed past its £200 estimate to realise £980.

Other Lesney included a South African 62c Mercury Cougar (Stannard Code 1) in pale yellow, with clear windows but without a rear view mirror and without cast windscreen wipers. This was a very rare initial production run example, and raised £4,165. Elsewhere, £3,920 was the winning bid on a Regular Wheels 66a Citroen DS19 in yellow, with mask sprayed front and rear silver trim and 20 tread grey plastic wheels.

Finally, for Hot Wheels fans, the custom VW Beetle in metallic dark aqua but without a sunroof caused a bit of a stir, before settling on £1,041. ■



'TOYS FOR THE COLLECTOR' AUCTION AT SAS

Special Auction Services's Toys for the Collector sale attracted plenty of interest recently. If the star lot, a Dinky Monks & Crane Bedford van in cream over pale blue, and one of two just promotional models made, failed to sell (estimate was £5-7,000), that wasn't the case elsewhere. A winning bid of £120 secured a pre-war Dinky No.16 Silver Jubilee train set with panoramic

box; and £250 won the Dinky Triumph Herald in Lichfield Green with a white flash: these particular paint variants were not retailed in the High Street but sent to Standard Triumph dealerships straight from the factory.

A host of Mini models appeared at the two-day auction and the highest achiever was the Stripey The Magic Mini model, which

was as mint as they come: this Dinky creation sold for £460.

A rare Taylor & Barrett No.15 Turntable Fire Escape, with red body and hubs, and with white running boards, amazingly retained its crew and original box: this realised £200.

Large scale CMC and AutoArt cars sold well (there is clearly a lot of interest in this genre) but *Star Wars* also grabbed the

punters' attention: amongst the Kenner merchandise a 12 back Princess Leia Organa realised £460 while £400 secured an Artoo-Detoo 12 back example.

And there was more sci-fi: an impressive Master Replicas 1/350 scale *Star Trek* USS Enterprise model was bid to £550 while a large scale Product Enterprise *Space: 1999* Eagle Transporter sold for £300. ■

SALE RESULTS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB

From collectables of the future to old favourites, online auctions will always manage to produce some interesting finds... and occasionally, even more amazing prices! We visit auction houses and sites for this month's results.



- **Item:** Taylor & Barrett 1930-40s aircraft set No.306
Condition: near mint, with all original figures, planes and accessories.
Sold for: £1,250 (2 bids)



- **Item:** Matchbox Lesney Ford Galaxie E-Type, dating from 1966
Condition: excellent pre-production rare blue version
Sold for: £1,099.99 (5 bids)



- **Item:** Matchbox Moko Lesney 27a Bedford Low Loader
Condition: mint, rare blue variant contained within a mint original box
Sold for: £891.00 (31 bids)



- **Item:** Hot Wheels RRRumblers Rumblers
Condition: excellent with all original pieces, box was worn but generally good and intact
Sold for: £908 (5 bids)



- **Item:** Dinky Toy pre-war Delivery Van No.28S "Fry's Chocolate"
Condition: body casting good with some small paint chips, would benefit from cleaning
Sold for: £886.33 (42 bids)



- **Item:** Corgi Gift Set 41 GS41 Transporter Set with 6 cars
Condition: near mint all original models in a fair to good, complete box
Sold for: £967 (32 bids)



- **Item:** Matchbox Superfast Pontiac GP Sports Coupe No.22
Condition: excellent model although missing outer box
Sold for: £797.77 (35 bids)



- **Item:** Corgi Toys No.270 James Bond Aston Martin DB5
Condition: mint in unopened original packaging, part of a museum collection
Sold for: £747.55 (5 bids)



- **Item:** Dinky Toy Oldsmobile No.39BU
Condition: very good US/Canada export issue, some small paint chips and tarnishing
Sold for: £586.00 (43 bids)



■ **Corgi Gift Set 21 Chipperfields Circus Crane with Scammell Handyman Cab and Menagerie Trailer**, with 3 x bears, 2 x lions and an elephant figure, diecast showing paint chips but gd overall, inner tray very good, outer box missing end flap. **Sold for £360, Wessex Auction Rooms, July.**



■ **Corgi Major 1139 Chipperfields Menagerie Scammell Handyman MK3 Tractor Unit & Trailer**, with 4 x tigers and 2 x lion figures, diecast showing paint chips but good overall, box with small tear to bottom front corner and price sticker to an end, corner of box window missing otherwise good overall. **Sold for £160, Wessex Auction Rooms, July.**



■ **Corgi Major 1144 Chipperfields Circus Crane Scammell Handyman Cab**, complete with 2 x rhino figures, decals very good, diecast showing paint chips but good overall, box good. **Sold for £140, Wessex Auction Rooms, July.**



■ **Corgi 487 Chipperfields Circus Land Rover Parade Vehicle**, with clown and monkey figure, decals very good, some paint chips but diecast good overall, good to very good box. **Sold for £70, Wessex Auction Rooms, July.**



■ **Britains Farm No. 9623 Massey Ferguson 2680 Tractor and Cultivator Set**. Harder to find set is generally very good with no obvious sign of fault in good box, albeit missing cellophane. **Sold for £150, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 9647 SAME 170 Tractor and Implement Set**, generally very good in very good box, some minor cracking to inner packing piece. **Sold for £95, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 5703 (Special Edition) Ford 5610 Tractor, Trailer and Accessories Set**, contents look to be excellent with little sign of fault in generally excellent box. **Sold for £85, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 9360 Ford 5000 Tractor and Rear Dump Set**, wheel melt but still very good in generally fair box (notable wear to ends). **Sold for £90, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 9597 Ford 6600 Tractor and Trailer Set**, generally very good with little sign of fault in good to very good box (some cracking to inner). **Sold for £160, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 9588 Ford TW20 Tractor and Manure Spreader Set**, looks to be very good to excellent with little sign of fault in very good to excellent box. **Sold for £160, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 9512 County Land Rover**, generally very good in fair to good box. **Sold for £30, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 9669 Massey Ferguson Tractor, Honda ATV Set**, looks to be very good to excellent in good to very good box. **Sold for £150, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 9521 County 1884 Tractor in yellow**, looks to be excellent and without fault in very good to excellent box. **Sold for £130, M&M Specialist Auctioneers, July.**



■ **Britains Farm No. 9525 Fordson Power Major New Performance Tractor**, looks to be original and generally excellent with only minor marks and the odd minor chip. In very good original box. Driver looks reproduction. **Sold for £140, M&M Specialist Auctioneers, July.**



■ **Britains Farm issue No. 42370 John Deere 9530 Tractor**, looks to be excellent and secured in box. **Sold for £32, M&M Specialist Auctioneers, July.**



■ **Britains 9590 Farm Tractor & Implements Gift Set** includes **Ford 6600 Tractor**, blue, white with figure driver; Multi-Level Elevator; plus various accessories & implements - conditions appear to be generally good plus to near mint (do require slight attention cleaning) plastic tray is good (does have some small cracks) in a generally fair corn window box (one end flap is detached but present). **Sold for £130, Vectis, August.**



■ **Britains 9595 Massey Ferguson 695 Tractor with front loader**, grey, red with figure driver & comes with attachments and 8 x hay bales - condition is generally near mint, inner plastic tray is excellent, outer corn window box is good plus, a nice bright example. **Sold for £80, Vectis, August.**



■ **Britains 9520 Massey Ferguson 135 Tractor**, red, white, grey with figure driver. Overall conditions appears to be generally mint in a good plus to excellent sealed corn window box. **Sold for £70, Vectis, August.**



■ **Britains 9575 New Holland Combine Harvester**, yellow, red, with figure driver. Condition appears to be generally mint in a good rainbow window box with detachable header (does have some slight crushing to cellophane). **Sold for £50, Vectis, August.**



■ **Britains 9521 County 1884 Tractor**, yellow, grey, white, figure driver. Near mint (couple of very minor marks on chassis edges) in an excellent plus rainbow box. **Sold for £130, Vectis, August.**



■ **Britains 5892 "1893-1993 Britains Centenary" Limited Edition Tractor**, finished in silver/grey, gold trim, with figure driver. Mint in an excellent plus rainbow window box. **Sold for £110, Vectis, August.**



■ **Britains 9504 Fendt 615LSA Tractor**, finished in green, black, cream, red, with figure driver. Mint in an excellent rainbow window box and comes with 2 animals. **Sold for £50, Vectis, August.**



■ **Britains 9812 Ford 7710 tractor**, yellow, black, near mint (requires very light attention cleaning) in a good plus "Autoway" window box. **Sold for £150, Vectis, August.**



■ **Britains 9321 Power Farm Ford TW-35 Tractor**, finished in blue, pale grey, white, black with figure driver. Near mint in a fair rainbow window box. **Sold for £70, Vectis, August.**



■ **Britains 9386 Power Farm County 1884 Tractor**, finished in white, black, figure driver with New Holland Baler finished in yellow, black, red. Conditions are generally near mint to mint in a generally good to good plus rainbow window box (does have some very slight crushing). **Sold for £190, Vectis, August.**



■ **Corgi 1111 Massey Ferguson 780 Combine Harvester**, red, yellow metal tyres and hubs, plastic steering wheels. Overall condition is generally good (could be better if slight time spent in cleaning) in a fair to good blue and yellow lift off lid box with inner packing pieces. **Sold for £100, Vectis, August.**



■ **G & M Farm Models (1/16th scale) Fordson 1964 New Performance Super Dexta Tractor**, finished in blue, grey, black. Condition appears to be generally mint in a near mint rigid perspex case with limited edition label on lid. **Sold for £90, Vectis, August.**



■ **G & M Farm Models (1/16th scale) Ferguson 35 Tractor**, finished in grey, gold. Condition appears to be generally mint in a near mint rigid perspex case with correct plaque. **Sold for £130, Vectis, August.**



■ **G & M Farm Models (1/16th scale) Ferguson Ted Half-Track Tractor**, finished in grey, black, mint in a near mint rigid perspex case with correct label on lid. **Sold for £140, Vectis, August.**



■ **G & M Farm Models (1/16th scale) Massey Ferguson 165 Tractor**, red, grey, silver, mint including rigid perspex case with label on plinth. **Sold for £160, Vectis, August.**



■ **G & M Farm Models (1/16th scale) Massey Ferguson 175 Tractor**, red, grey, silver, mint in a near mint rigid perspex case (without label). **Sold for £160, Vectis, August.**



■ **Brian Norman Farm Miniatures FM1 (1/32nd scale) Nuffield Universal Tractor**, dark orange-red, black, mint in a near mint lift off lid box with paper label. **Sold for £80, Vectis, August.**



■ **Brian Norman Farm Miniatures FM02 Ferguson TE20 Tractor**, grey, black, mint in a near mint lift off lid box with paper label. **Sold for £90, Vectis, August.**



■ **Brian Norman Farm Miniatures FM03 Nuffield Universal V Front Axle Row-Crop Tractor**, orange-red, black, mint in a near mint lift off lid box with paper label. **Sold for £60, Vectis, August.**



■ **Brian Norman Farm Miniatures FM06 Fordson Dexta Tractor**, blue, orange wheels, grey seat. Mint in a near mint lift off lid box with paper label. **Sold for £80, Vectis, August.**



■ **Brian Norman Farm Miniatures FM08 Massey Ferguson 35 Tractor**, red, grey, white chimney stack. Mint in a near mint lift off lid box with paper label. **Sold for £90, Vectis, August.**

ON SALE NOW!

Ramsay's British Diecast

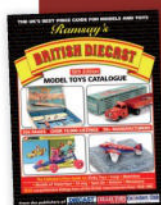
Catalogue

18th Edition

Order your copy

by calling

01778 392006





■ **Dinky 300 Massey Ferguson Tractor**, red body with plastic figure driver, yellow wheels (plastic to front), black metal chimney stack and vent. This unboxed example is generally excellent a lovely bright model. **Sold for £60, Vectis, August.**



■ **Dinky 301 (27n) Field Marshall Tractor**, orange body with plastic figure driver, green wheels (plastic to front), black metal exhaust stack. This unboxed example is generally good plus still a lovely bright example of a harder late issue to find. **Sold for £50, Vectis, August.**



■ **Corgi 66 Massey Ferguson 165 Tractor**, red, grey, white, excellent plus a lovely bright example in a generally good plus to excellent blue and yellow carded picture box (couple of small scuffs on edges) with correct inner packing piece. **Sold for £90, Vectis, August.**



■ **Benbros (Qualitoy Series) Farm Tractor**, yellow, silver grille, bare metal wheels, with green and black figure driver. Fair to good in a generally good (slightly creased) hard to find cream and maroon carded box and unboxed Charbens Implement - green, yellow, red - fair. **Sold for £190, Vectis, August.**



■ **Dinky Pre-war 62t Armstrong Whitworth Whitley Bomber**, camouflage finish green, brown with "RAF" roundels, red metal propellers with gliding pin. Overall condition is generally excellent (couple of small marks on wing edges) still a nice bright example in a good blue lift off lid box (very minor tear to corner). **Sold for £140, Vectis, August.**



■ **Dinky Pre-war 67a Junkers JU89 Heavy Bomber**, black body, silver cockpit, red metal propellers, light blue undercarriage and wings with "German" insignia. Overall condition is generally good plus to excellent (couple of small marks on edges) still a nice bright example of a hard issue to find in a generally fair to good (slightly faded) lift off lid box with instruction leaflet. **Sold for £380, Vectis, August.**



■ **Dinky Pre-war 62g Boeing Flying "Fortress"**, finished in silver, red metal propellers with "USA" insignias, with gliding pin. Overall condition is generally excellent in a good blue lift off lid box with instruction leaflet. **Sold for £90, Vectis, August.**



■ **Dinky Pre-war 60h Singapore Flying Boat**, finished in silver, bare metal propellers with "RAF" roundels. Overall condition is generally excellent plus in a good plus blue lift off lid box. **Sold for £160, Vectis, August.**



■ **Dinky Pre-war 60s Medium Bomber 2-piece Set**, both are finished in camouflage green/brown, silver cockpit, red propeller, black underside, with "RAF" roundel. Conditions appear to be generally good plus, still lovely bright examples in a generally good plus blue lift off lid box (couple of small scuffs on edges). **Sold for £160, Vectis, August.**



■ **Dinky Pre-war 66 Camouflage Aeroplane Set**, to include 66a Heavy Bomber; 66b Dive Bomber Fighter; 66c Two-seater Fighter; 66d Torpedo Dive Bomber; 66e Medium Bomber - all are finished in camouflage green/brown with bare metal propellers and "RAF" insignias and 66f Autogiro - silver including rotor blades with red front propeller. Conditions appear to be generally excellent to excellent plus (couple of small marks around edges) in a generally good green lift off lid box (does have some slight fading) still a nice bright example of a hard to find issue set. **Sold for £4,200, Vectis, August.**



■ **Dinky 60 Aeroplanes Gift Set**, to include Imperial Airways - gold, with "GA BTI" lettering; Low Wing Monoplane - red with "G-A VYP" lettering; Leopard Moth - green with "G-A CPT" lettering; General Monospar - silver with "G-A BVP" lettering; Percival Gull - off white with "G-A DZO" lettering and Autogiro - gold, blue. Conditions appear to be generally good plus to near mint lovely bright examples all contained in a generally good to good plus blue lift off lid box with paper label on lid and side (does have some scuffs on corners). **Sold for £700, Vectis, August.**



■ **French Dinky 60 Avions / Aeroplanes Set**, to include Arc-en-ciel - gold, blue; Potez - yellow, grey; Dewoitine - cream, red; Autogiro - gold, blue, yellow blade; Hanriot - green, off white and Breguet - red, green. Conditions are generally good plus to excellent plus. All contained in a generally good to good plus base and inner card, blue lift off lid is fair to good. **Sold for £1,600, Vectis, August.**



■ **Dinky Foden Flat Truck with tailboard in the rare colour scheme of all orange body**, with green wheel hubs and grey tyres # 903. The model appears in very good condition overall with light signs of age and use. The box is good, it also has an American Hudson Dobson distributor sticker on the bottom. **Sold for £440, British Toy Auctions, August.**



■ **Dinky Foden Flat Truck with tailboard in the less common colour scheme of mid blue cab, chassis and wheel hubs and a fawn back # 903**. Model appears in very good condition overall with light signs of age and use. The box is good. **Sold for £300, British Toy Auctions, August.**



■ **Dinky Foden Diesel 8 Wheel Wagon in the early colour scheme of light grey cab and back with black chassis**, red side flash and wheel hubs and black herringbone tyres # 501. In good condition with some signs of age. Box fair to good. **Sold for £80, British Toy Auctions, August.**



■ **Dinky Foden Flat Truck with tailboard in the early colour scheme of pale grey cab and back with dark blue side flash, chassis and wheel hubs # 503.** The model appears in good condition overall with light signs of age and use. The box is good with some wear. **Sold for £85, British Toy Auctions, August.**



■ **Dinky Foden Diesel 8 Wheel Wagon in the early colour scheme of red cab, chassis and wheels, with silver side flash and fawn back # 501.** The model appears in good condition overall with some signs of age and play use. The box is fair with a split on the bottom. **Sold for £60, British Toy Auctions, August.**



■ **Dinky Foden Flat Truck in the early colour scheme of green cab, back and wheel hubs, with silver side flash and black chassis # 501.** The model appears in good condition overall with some signs of age and use. The box is poor with wear and two split corners. **Sold for £50, British Toy Auctions, August.**



■ **Dinky Foden Flat Truck in the very rare colour scheme of yellow cab and chassis with mid green back and wheel hubs # 902.** The model appears in very good condition overall but has had paint touch ups on the cab and chassis. The box is good with some wear. **Sold for £420, British Toy Auctions, August.**



■ **A boxed Franklin Mint 1938 Rolls Royce Phantom III in 1/24 scale.** The model appears in mint condition in its original packaging. **Sold for £25, British Toy Auctions, August.**



■ **Franklin Mint 1933 Duesenberg J Victoria in 1/24 scale.** The model appears in near mint condition with a small amount of paint rash on the left front wing. It is in its original polystyrene packaging but has no outer box. **Sold for £15, British Toy Auctions, August.**



■ **Franklin Mint 1929 Rolls Royce Phantom I Cabriolet De Ville in 1/24 scale.** The model appears in mint condition in its original polystyrene packaging but has no outer box. **Sold for £15, British Toy Auctions, August.**



■ **Franklin Mint 1935 Mercedes 770K in 1/24 scale.** The model appears in mint condition in its original polystyrene packaging but has no outer box. **Sold for £22, British Toy Auctions, August.**



■ **Franklin Mint 1935 Duesenberg Model J Convertible in 1/24 scale.** The model appears in mint condition in its original polystyrene packaging but has no outer box. **Sold for £28, British Toy Auctions, August.**



■ **A very unusual boxed Matchbox Racing Mini # 29.** This one is finished in non standard orange with Fanta logos. The paint finish is very good and the logos including the Chinese characters for Fanta on the bonnet appear to be printed on giving an almost factory look to it. The base is held on with a screw. It comes in a standard box which is in fair condition with some wear and a torn end flap. **Sold for £80, British Toy Auctions, August.**



■ **A boxed Corgi Morris Mini Minor in blue with red interior and shaped wheel hubs # 226.** The car appears in mint condition, the original factory paint finish is quite patchy with areas of white showing through the blue. The box is near mint with a pencil price on one end. **Sold for £50, British Toy Auctions, August.**



■ **Dan-Toys Mini Assistance Van in Touring Secours livery # DAN-292.** The model appears in mint condition in a mint box with internal packing pieces. **Sold for £20, British Toy Auctions, August.**



■ **A boxed vintage French made CIJ Renault bus #3/40.** The model appears near mint in a good box, small split on one corner. **Sold for £30, British Toy Auctions, August.**



■ **Dinky Toys #109 Austin Healey '100' Sports.** The model in off-white, red interior, red hubs, white driver and RN 23 decals, has a few small nicks otherwise appears to be in very good condition overall sitting within a generally good red and yellow carded picture box, with correct colour spot and pencil price annotation to one end. **Sold for £35, British Toy Auctions, August.**



■ **Dinky Toys #111 Triumph TR2 Sports.** The model in salmon pink, blue interior, blue hubs, white driver and RN 29 decals, has a few small nicks mainly along rear of tonneau edge, otherwise appears to be in very good condition overall sitting within a good overall red and yellow carded picture box, with correct colour spot. **Sold for £50, British Toy Auctions, August.**



■ **A boxed Dinky Toys #107 Sunbeam Alpine Sports.** The model in light blue, cream interior and hubs, white driver with RN 26 decals, has a few small marks and blemishes (would benefit from cleaning) otherwise appears to be in good condition overall. The model is housed within a generally good red and yellow carded picture box, with some storage wear plus a pen price annotation and has correct colour spot. **Sold for £35, British Toy Auctions, August.**



■ **A boxed Dinky Toys #164 Vauxhall Cresta Saloon.** The model in two tone grey and green with grey hubs, has a few small marks otherwise appears to be in very good condition overall sitting within a generally good red and yellow carded picture box, with some storage wear and has correct colour spot. **Sold for £30, British Toy Auctions, August.**



■ **A boxed Dinky Toys #170 Fordor Sedan.** The model in two tone low line salmon pink and blue, with blue hubs, large lettering and 170 to base, with Ford Sedan on underside of roof, appears to be in excellent condition. The model is housed within a generally good red and yellow carded picture box showing highline illustration, with some storage wear plus a pen annotation on one side, and has correct colour spot. **Sold for £50, British Toy Auctions, August.**



■ **A boxed Dinky Toys #181 Volkswagen (Beetle).** The model in greyish blue with blue hubs, has a few small marks mainly around raised edges otherwise appears to be in very good condition which would be enhanced with cleaning. The model sits within a fair plus red and yellow carded picture box, with some storage related imperfections and has correct colour spot. **Sold for £28, British Toy Auctions, August.**



■ **A boxed Dinky Toys #642 Pressure Refueller.** The model in blue has some marks mainly to raised edges otherwise appears to be in fair plus to good condition. The model sits within a good blue and white striped lift off lid box. **Sold for £35, British Toy Auctions, August.**



■ **A boxed military Dinky Toys #697 25-Pounder Field Gun Set (without windows).** A few small marks but overall appears to be in very good plus condition. In a blue and yellow lift off lid presentation box, some age related scuffs with two small pieces of taping, otherwise fair plus to good condition. **Sold for £25, British Toy Auctions, August.**



■ **A boxed military Dinky Toys #660 Tank Transporter.** A few small marks but overall in excellent condition. In a blue and white striped lift off lid box which has some age related wear. Appears to be in good condition. **Sold for £40, British Toy Auctions, August.**



■ **A boxed military Dinky Toys #661 Recovery Tractor.** Some marks but overall in excellent plus condition, and is housed in a blue and white striped lift off lid box which has some age and storage related scuffing otherwise appears to be in fair plus to good condition and comes with original inner packaging pieces. **Sold for £25, British Toy Auctions, August.**



■ **A boxed military Dinky Toys #689 Medium Artillery Tractor.** The model has a some very small nicks in a couple of places but overall appears to be in excellent plus condition, and is housed in a blue and white striped lift off lid box which has some age and storage wear otherwise appears to be in fair plus to good condition. **Sold for £25, British Toy Auctions, August.**



■ **A boxed Dinky Toys #405 /25Y Universal Jeep.** The model in green with mid-green hubs, and black metal windscreen has some rusting to top of windscreen, otherwise appears to be in excellent condition. The model is housed in a generally good red and yellow carded picture box with correct colour spot and pencil price annotations at ends. **Sold for £30, British Toy Auctions, August.**



■ **Dinky Toys 980 Coles Hydra Truck 150T,** boxed with instructions. **Sold for £60, John Taylors Auction Rooms, August.**



■ **Dinky Toys 451 Johnston Road Sweeper,** excellent contained in excellent box. **Sold for £45, John Taylors Auction Rooms, August.**



■ **Dinky Toys 287 Police Accident Unit van,** with box and police slow signs, missing cones. **Sold for £50, John Taylors Auction Rooms, August.**



■ **Corgi 151 Lotus Mark Eleven Le Mans Racing Car,** silver, red seats, flat spun hubs. Good plus (couple of small pitting marks on bonnet) in a generally good blue and yellow carded picture box. **Sold for £60, Vectis, August.**



■ **Corgi 314 Ferrari Berlinetta 250 Le Mans,** red body, blue tinted windows, chrome interior, wire wheels. Excellent plus (couple of small marks on front and rear edges) in a generally excellent blue and yellow carded picture box (couple of small scuffs on edges). **Sold for £70, Vectis, August.**



■ **Corgi 499 Citroen Safari "Grenoble - 1968 Winter Olympics,"** white, mid-blue roof, rear opening tailgate and interior, spun hubs, silver trim, 2 x figures, toboggan, 2 x yellow sticks and 1 ski - overall condition is generally Good Plus still a bright example in a Good blue and yellow window box with pictorial header (cellophane has splits). **Sold for £90, Vectis, August.**

Dear Editor

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB



AMERICAN MUSCLE!

Finally getting a chance to explore the August issue, and noticed a couple of oddballs in Francisco's article on US muscle cars with his final 2 examples – the orange Chevrolet Opala SS and Ford Maverick GT. The Chevy is actually a Brazilian-made adaptation of the German Opel Rekord [C] for South American markets only – it usually had a bigger engine (4.1 litre six) to justify the war paint, but its muscularity was severely knobbed by a low state of tune to match the locally available 78-octane petrol. So, more show than go.

I'm not a Maverick expert but I think the GT was also a Brazil-only model – again locally made. The US Maverick boyracer version was called the Grabber and later the Stallion but was never really a muscle car as the Mustang and Torino took those roles, so Grabber/Stallion were more like a Cortina GT equivalent. However, the Maverick GT did get a big engine – the famous Boss 302 V8 (as identified in the sidestripe logos) but again radically detuned for Brazilian petrol – maybe comparable to something like the Capri GT. Agreed the model has US plates – looks like Mississippi? – but I think that's Premium X's whimsy and about as solid as a soggy meringue.

I don't know enough about Brazilian manufacture to say anything more, but along with Argentina, Colombia, Venezuela etc there were some fascinating adaptations of European and US model types under unique names, as some IXO/Altaya partwork series for those countries have started to explore in recent years. I covered some in my Hillman Avengers articles back in April 2016 and Feb 2020.

David Lynn, email

ED Great spot, and thank you for your input!

MINT MODELS

I am writing to you about some models I collected many years ago. These are superbly detailed models or 1/24 American cars by Franklin Mint and Danbury Mint. The detail includes opening doors, boot and bonnets revealing all the plug wires and radiator hoses!

Yet I have never seen the mentioned in *Diecast Collector*. I was wondering if you have ever heard of them, or if they are still available?

Mr B Beck, Flintshire

ED Thank you for getting in touch, your collection sounds stunning. A look around the internet suggests that these vehicles are still available. RM Toys currently have a selection listed on its website and several are highlighted in this month's Price Guide.



A MODELLING MYSTERY

Always on the hunt for something interesting in the world of 1/64, I occasionally see posts on social media about new model releases from a brand called BR Classics. This appears to be a Brazilian diecast manufacturer, modelling mainly Brazilian cars, at the premium end of the market. They do have a website, but it appears on the basic side, and is written in Portuguese only. A Google search brings up little of relevance and I could find no immediate trace of it during a cursory look on eBay. I also checked a couple of my go-to diecast reference books (Sahakangas; Johnson), which are decades old and don't mention

BR Classics, leading me to conclude it's a more recent entry into the market (?).

So, I have a couple of questions for you and the wider *Diecast Collector* readership. Firstly, what information do we as a collective have on BR Classics? And secondly, are there any retailers (online or otherwise) importing BR Classics models into the UK for us collectors to buy retail?

Rob Kaczmarek, email

ED I'll admit that it's a mystery to me too... however I'm sure that there is someone out there who can help! Get in touch with us and we can pass any information on to Rob.

REGISTRATION PLATES

In his letter in September's *Diecast Collector* Ian Thurley questions the use of an F-registration number plate on Oxford Diecast's new Land Rover Discovery models. I did note the number, F981 ENV, when the models appeared on the cover of August's magazine, but did not realise that sale of Discovery's did not start in Britain until G-prefix was in use. F-ENV is a series started in 1996 by the Northampton DVLA Office for 1888/9 vehicles being registered second hand, mainly ones having private plates transferred off them or ones being imported second hand. F981 ENV was, in fact, the first Discovery off the production line. It was displayed at the British Motor Museum, Gaydon for many years unregistered, but in 2012 it was registered and given the mark F981 ENV.

John Harrison (Author of "The Number Plate Book"), Essex

After some online scrabbling I can solve Ian Thurley's question about the registration of Oxford's new red Land Rover Discovery 2.5 TDi. This example was the first production car off the production lines in March 1989 and was kept unregistered by Land Rover until March 2012, when it received F981 ENV as a DVLA-assigned age-related/retro number from an unused Northamptonshire series. It is now owned by the Dunsford Collection (apparently the world's largest collection of Land Rover pre-production, prototype, factory demonstrator and launch examples) and is frequently displayed at the British Motor Museum at Gaydon, exactly as modelled. Gaydon pictures show it alongside another early Disco, F980 ENV, in fully equipped beige Camel Trophy livery and dating from June 89 but also first registered in March 2012. So Oxford's depiction is fully authentic, with the only surprise being that they don't explain its full significance.

David Lynn, email

EMAIL YOUR LETTERS AND QUESTIONS TO CollectingEditorial@warnersgroup.co.uk

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

FEMALE COLLECTORS

In response to Xanthe's letter in the September issue, apart from saying that there are male, sexist people everywhere (ignore them), I have no interest in what goes on beneath the bonnet either. I like good design. We all collect for different reasons; all valid, so carry on and try to recruit your friends. Go to events mob-handed.

Brian Gower, Bridport

I wish to echo the comments of Xanthe who wrote in about her experiences of being a female diecast model collector. I am a big movie fan and for many years I have collected model vehicles related to films that I like, such as those based on Harry Potter, James Bond, Batman, Indiana Jones and so on. When I go to toy fairs I also have problems with males who think that collecting is a men-only activity and that women who collect models are strange and don't know what they are talking about. For the record, there are lots of women collectors out there, they just aren't know-it-alls and big mouths like some of the men! I know that a lot of Hot Wheels and Matchbox cars are very popular with many of the girls, who I often see buying them in toy stores and bargain shops. By the way, I very much enjoy your articles on movie and TV related vehicles. I also appreciate the stories on Road Rovers and Funky Mobiles in the last two editions, as I feel they were an attempt to appeal to the female readers. I would certainly be interested in obtaining both sets of these, but as I probably can't afford them I'll just have to make do with the magazine pieces. I'm not a fan of racing cars and muscle cars, but it takes all kinds.

Carly, email

ED I think that this is a subject that will run and run. Have you come across sexism within our hobby? How did you deal with it?

DOWNSIZING YOUR MODEL COLLECTION

I was interested to read Rick Wilson's intention to downsize his collection. It is something that probably has to be considered by most collectors, at one time or another. Obviously, a change of circumstances or perhaps a house move, might well be the catalyst for such a decision.

In my own case, I have lots of different areas of model collecting. My wife collects hollow cast figures and vintage children's books. Without going into detail, our third bedroom is crammed with all manner of items. Two collectors in the same house! I have managed to add display cabinets but no longer have space for expansion, without rubber walls.

We are both very pleased with our collections but I must admit that we have thinned out some items that we had previously purchased on a whim. But it hardly notices. I believe that the

secret of collecting is to know when to stop. This fact was very evident when we visited a vintage collector's fair a few years ago. A dealer we know, offered us a fully restored Mobo metal ride on horse. He offered us a great discount and we were sorely tempted. But we had to acknowledge that we simply didn't have room for it in our vintage toy section.

So sometimes downsizing, is just realising when you have reached the limit, in terms of display space. Who wants a loft full of items you can never admire?

In the meantime, genuine downsizing can, of course, raise cash for other adventures.

Don Townshend, Chelmsford

ED Rick has been promising to downsize his collection for as long as I've known him... I wonder whether he will or not.

NEXT MONTH November 2023 Issue 313

Looking at RAF Harriers and the associated models by Corgi



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

ON SALE
3RD OCTOBER
...or download the
digital edition 7
days earlier!

PLUS...

- Fowler Showman's Road Locomotives
- The Corgi Years
- Collecting by numbers
- Auction results
- All the latest news
- Extensive selection of new model releases

TOYFAIR TIMES

FAIRS

3 SEPTEMBER

- Spalding, J & J Fairs,
01522 880383
- Malvern, Stu Vowles,
01373 452857 or 07917 125641
- Midhurst, SRP Toy Fairs,
07739 998012

10 SEPTEMBER

- Orpington, SRP Toy Fairs,
07739 998012
- Walsall, Transtar Promotions,
01922 643385
- St Ives, J & J Fairs,
01522 880383

12 SEPTEMBER

- Elsecar, Newcomen Toy Fairs
01226 744425

17 SEPTEMBER

- Rayleigh, SRP Toy Fairs,
07739 998012
- Newton Abbot, Ray Heard Toy Fairs,
01823 480097

23 SEPTEMBER

- Herne Bay, SRP Toy Fairs,
07739 998012

24 SEPTEMBER

- Gateshead, Jim Corr,
07504 035955

1 OCTOBER

- Ipswich, Stowmarket Railways Club,
07876 243427
- Spalding, Spalding Model Tractor &
Construction Show,
07403 372445
- Kempton Park, RM Toys,
023 9238 1529

AUCTIONS

1 SEPTEMBER

- Stockton-on-Tees, Vectis,
01642 750616

2 SEPTEMBER

- Spalding, M & M Auctions,
01775 724939
- Kings Langley, Excalibur Auctions,
020 3633 0913

5 SEPTEMBER

- Stockton-on-Tees, Vectis,
01642 750616

7 SEPTEMBER

- Stockton-on-Tees, Vectis,
01642 750616

12 SEPTEMBER

- Stockton-on-Tees, Vectis,
01642 750616

13 SEPTEMBER

- Kenardington, C&T Auctioneers,
01233 510050

14 SEPTEMBER

- Stockton-on-Tees, Vectis,
01642 750616
- Kenardington, C&T Auctioneers,
01233 510050
- Taunton, Greenslade Taylor Hunt,
01823 332525

19 SEPTEMBER

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

20 SEPTEMBER

- Warwick, Warwick & Warwick,
01926 499031
- Stockton-on-Tees, Vectis,
01642 750616

21 SEPTEMBER

- Stockton-on-Tees, Vectis,
01642 750616

26 SEPTEMBER

- Stockton-on-Tees, Vectis,
01642 750616

28 SEPTEMBER

- Stockton-on-Tees, Vectis,
01642 750616

30 SEPTEMBER

- Kings Langley, Excalibur Auctions,
020 3633 0913

Collectors Club
OF GREAT BRITAIN

Join the club

Sign up here
ccofgb.uk/register
today!



CLASSIFIEDS

WEST MIDLANDS

SPRINGHILL MODELS & CARDS
Stockists of
• OXFORD • IXO • GREENLIGHT
• SCHUCO & others
4 Springhill Lane • Penn • Wolverhampton WV4 4SH
01902 341302
Open Thurs, Fri 10am - 5pm • Sat 10am - 4pm
Email: pete@springhillmodels.co.uk
Web: www.springhillmodels.co.uk

TO ADVERTISE

TO ADVERTISE

Please call
Kristina Green on
01778 392096

ONLINE

Collectors Club
OF GREAT BRITAIN
GOING FOR GOLD?!
See our **Gold Traders Directory** online!
Contact Kristina on **01778 392096**
or email her today at
kristina.green@warnersgroup.co.uk
to include your business

KENT

THE HOBBY SHOP
Est. 1988
www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com
85 Preston Street, Faversham, Kent. ME13 8NU

HAMPSHIRE

CHURCH STREET MODELS
01256 358060 358060
10A Church Street, Basingstoke, Hants, RG21 7QE
Closed Tuesdays (not Dec), Sundays & Bank Hols
Diecast cars, commercials, WW2 tanks & planes from Base, Britbus, Classic, CMN, Corgi, Dragon, EFE, Minichamps, Oxford and more.
Use our secure online shop or visit in person.
Tel: 01256 358060
www.churchstreetmodels.co.uk

NORTH YORKSHIRE

Jaunty Jalopies
6 Church Hill, Hunmanby, Nr Filey, YO14 0JU
Landline 01723 890060 Mobile 07889 286559

- Good stock of Corgi Classics, Vanguards, Modern Trucks
- Heavy Haulage, Plant & Construction, Farm, Classic Cars, Steam, Trackside, Aviation Archive
- Vintage Commercials, 1:76 Buses - EFE & Omnibus
 - Massive quantity of Herpa 1:87
- Huge Selection of Fire & Police Vehicles
- Lots more: Obsolete Corgi, Dinky, Spot-On
- Matchbox, Conrad, NZG, Joal, Britains, Minichamps, Universal Hobbies, 1:18 etc

Open every Wednesday! Other days on demand!

Always ~ 150 "BUY IT NOW" Offers on eBay. Search using seller ID: jauntyjalopies
Shop can Open most days On Demand. Simply Arrive & Call for Access.
If making a long journey call first to avoid disappointment.

COLLECTIONS PURCHASED, Large & Small, New or Old with Fairness, Discretion & Sensitivity. Will travel nationwide
Email: info@jauntyjalopies.co.uk "Diecast is What we Do" www.jauntyjalopies.co.uk

Benbros • Britains • Budge • Chad Valley • Charbens • Corgi • Crescent • Dinky • Hornby • Lone Star • Ma • T • Taylor and Barrett • Timpo Toys • Triang • Zebra • Benbros • Britains • Budge • Chad Valley • Charbens • Corgi • Crescent • Dinky • Hornby • Lone Star • Ma • T • Taylor and Barrett • Timpo Toys • Triang • Zebra

THE UK'S BEST PRICE GUIDE FOR MODELS AND TOYS
Ramsay's
BRITISH DIECAST
18th Edition
MODEL TOYS CATALOGUE

356 PAGES • OVER 19,000 LISTINGS • 50+ MANUFACTURERS

Toy Toys • Corgi • Matchbox
On • Britains • Morestone
Manufacturers from 1933-1983

18th EDITION

NOW ON SALE!

Helping collectors and dealers value
their collection since 1983

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

With over 19,000 listings, this catalogue remains the benchmark for all price guides, and is a must from anyone collecting diecast models.

Order today by calling **01778 392006**
or visiting **ccofgb.uk/ramseys18**

Taylor and Barrett • Timpo Toys • Triang • Zebra • Benbros • Britains • Budge • Chad Valley • Charbens • Corgi • Crescent • Dinky • Hornby • Lone Star • Ma • T • Taylor and Barrett • Timpo Toys • Triang • Zebra

Far from the maddened cow

Brian Gower ponders where model cars and birthday cakes collide.

There are few certainties in life but one thing you can bank on it this – if you remove a calf from it Mummy, both of them will bellow their distress from hours (and sometimes days). As the farmyard here lies slightly below, but essentially right behind us, and the barn where the boy calves end up is twenty yards from our bedroom wall, at least once a year we have full stereophonic proof of any separation anxiety.

Not being country folk, simple or otherwise, we find this routine unkindness upsetting. It also destroys any hope of sleep at night, or peace during the day. However, we can go out quite soon after our bleary breakfast, so we do.

If we hit the town on a non-market day, there are still four bookshops and umpteen coffee house to drift between until I have guided Wifey's tiny feet towards the toy shop which is another rural surprise. This establishment, a modest-looking double-fronted affair, reveals its true nature in stages. It goes back and back and back; aisle after aisle; shelf upon shelf. It is stacked with everything one could ask for, including the cheaper end of diecasts. Corgi used to feature but rising prices seem to have forced their removal. Oxford Diecast's 1/76 range is there with the very occasional 1/43 specimen but well away from the Hot Wheels stuff, close to the kits and hobbyist's section.

I asked if there was much interest in the Oxford Diecast models. "Oh, yes." I was told by a woman with electric blue hair, "they are extremely popular."

"Who buys the?" I asked. "Women" she replied. "Any idea why?" I continued. "They put them on cakes."

I'm sure you are as shocked as I was perfectly detailed, beautifully finished miniature cars up to their hub caps in icing. Tyre-treads clogged with goo and sticky finger-prints over the windows.

Never mind, let's draw up a chair to the table at Graham's 60th birthday team just as Sandra brings in the cake. No candles but smack in the middle of a field of green



ABOVE All we need now is the birthday cake...



ABOVE Lotus Europa from Hongwell.



ABOVE Pocketbond Classix Morris Traveller and Pickup Truck (pictured top right).

icing is a small replica of this beloved classic Morris Traveller. Graham's eyes moisten and twinkle but another pair of eyes are focussed with a hardening purpose.

Ethan, the two-year old grandson, begins to chant "car, car, car..." before making a violent lunge from his high-chair to scoop the model from the cake together with a glob of icing. He deposits this double-prize into his dish of jelly and pushed the Traveller around and around. That's no way to treat a lady.

On a fine summer morning when the market was in full swing, I found these tiny treasures... boxless but cheap. The Morris Traveller and Pickup Truck are by Pocketbond Classix. Exquisite, there is no other word. As is the Lotus Europa but with underside detail from Hongwell but



ABOVE Can anyone help identify the Mogan Plus-8?

the Mogan Plus-8 is a mystery. More to the point, it was free with some larger. It is the icing on my personal multi-tiered and overloaded cake which could do with scaffolding. And buttresses. ■

SELL YOUR DIECAST VEHICLE COLLECTION FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

**GET A FREE
VALUATION
ON YOUR
COLLECTION**



We purchase a wide variety of brands, including:

CORGI

OXFORD

CLASSIX
BY POCKETSOND

Creative Master
Northcord Ltd

Base Toys

Britbus

Northcord
Model Company

Exclusive
First
Editions



Take our 60 second quiz and immediately learn if we can make an offer on your collection!

www.HattonsModelMoney.com/quiz



Get cash for your items in just four easy steps...



List

Prepare & submit a list of your items online or send spreadsheets, documents or photographs to us via our website.

Offer

Our expert staff will review your list and create your bespoke valuation.

Send

Once the offer is accepted, send your items to us.

Pay

Items are checked, the offer confirmed and payment made via Bank Transfer, Cheque or PayPal.

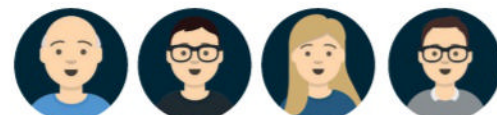
Call us on: 0151 305 1755

Phone opening times: Mon to Sun - 9:30am to 1pm & 2pm to 5:15pm

Email us at: preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ

Get in touch with our friendly team...



Find out more at www.hattonsmodelmoney.com