



DIECAST

COLLECTOR

Collectors Club

www.ccofgb.co.uk • £6.99 • March 2024 • Issue 317

The UK's only diecast magazine!

MANUFACTURERS

What's new?

Brand new Spring releases from Corgi, Solido, AutoCult, Norev, Mini GT, Ixo, Britains and more!

NEW SERIES!

LITTLE & LARGE

Comparing models of differing scales



BRITISH MOTORING

ALLARD P2 MONTE CARLO

Model conversion - a tale of two cars!



» FLIGHT OF THE FURY

The Hobby Master 1/48 scale model of the Hawker Fury

» TOP HOT WHEELS BODY SWAPPERS

Novelty gift sets that contained three new model cars

Price: £6.99



WARNERS
GROUP PUBLICATIONS LTD
Display until 01/03/24

EXCALIBUR AUCTIONS

THE COLLECTABLES AUCTION HOUSE

WE CARE FOR YOUR ITEMS AS MUCH AS YOU DO

**ATTENTION!
PLEASE!**

**NEXT
TOYS & TRAINS
AUCTION
23RD
MARCH**



Consigning Now!

Diecast and Vintage Toys & Model Railways; Comics;
Movie, Music & Pop Culture Memorabilia; Posters and Autographs

hello@excaliburauctions.com 020 3633 0913

www.excaliburauctions.com

Proud to be the UK's No.1 model magazine

SUBSCRIBE & SAVE!

Just £15.99 for 3 issues
when you pay quarterly



Immerse yourself in the world of vintage collectables and keep up to date on the latest diecast releases with informative reviews, news and reviews.

- » Get inspired with the latest auction and event news
- » Practical tips and price guides
- » Features on the likes of Corgi, Toys, Dinky Toys, Tri-ang Spot-On, Matchbox Superfast, Hot Wheels and more!

For more details visit: <https://ccofgb.uk/DCSpring2024>
or call **01778 392006** and quote **DCC/SUBS24**

SUBSCRIPTION OFFER JUST FOR YOU!

Prefer to speak to our friendly UK-based team to place your order? Call us today on 01778 392480 or complete this form and return it to us at FREEPOST: WarnersGroup Diecast Collector

☐ Yes, I would like to subscribe to Diecast Collector. I will pay £15.99 quarterly by Direct Debit.

Title: _____ First name: _____ Surname: _____

Address: _____

Postcode: _____

☐ Yes, I am happy to receive relevant special offers via post.

Tel: _____ Email: _____

☐ Yes, I am happy to receive relevant special offers by telephone.

☐ Yes, I would like to receive the FREE Collecting email newsletter.

Instructions to your bank or building society to pay by direct debit

Name(s) of account holder(s)

Bank/building society account number

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Branch sort code

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Name of your bank or building society

Reference number (office use only)

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Service user number

9	4	2	2	4	0
---	---	---	---	---	---

INSTRUCTION TO YOUR BANK OR BUILDING SOCIETY

Please pay Warners Group Publications Plc direct debits from the account detailed in this instruction subject to the safeguards assured by the direct debit guarantee. I understand that this instruction may remain with Warners Group Publications Plc and, if so, details will be passed electronically to my bank/building society.

Signature(s)

Date



Banks and Building Societies may not accept direct debit instructions for some types of account

For information on how your personal data is processed, secured and your rights, our Privacy Policy can be viewed here: warners.gr/privacy or available in hard copy on request. Your order will be processed in accordance with our Terms of Sale which can be viewed here: warners.gr/termssale or available in hard copy on request.

T&Cs: This offer is only available on direct debit to UK customers. Offer expires 30 April 2024.

DCC/SUBS24

*Saving applies when purchasing subscription via Debit Debit. T&Cs apply – see website for details.

CONTENTS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB

REGULARS

- 06 News and events**
What's happening in the world of diecast collecting.
- 53 Toy Tales**
Ed Karswell ponders the wonderful world of model collecting.
- 54 Desert Island Diecasts**
Jacques Dujardin is this month's castaway.
- 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 continues his 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.



- 42** traction Avant de "Général Motors" (FRONT TRACTION)
- 76 Toy Fair Times**
News of upcoming events that you might want to put in your diary.

NEW MODELS

- 10 What's New**
Six pages of new model reviews.
- 18 New from Corgi**
Reviewing the latest model releases.
- 22 New Model Spotlight**
Stephen Paul Hardy returns with his quarterly round-up of new models.

FEATURES

- 26 In the spotlight: Aviation 72**
Rick Wilson focuses on his favourite brand for aircraft models – Aviation 72.
- 32 Flight of the Fury**
Jarrod Cotter looks at the Hobby Master 1/48 scale model of the Hawker Fury.
- 36 Mercedes-Benz Rally Cars**
Francisco Mota remembers some of the efforts made by Mercedes-Benz in rallying, through the years.
- 42 Cars with working lights - part 2**
Andrew Ralston finds out why the big names started to add 'extras' to models.
- 46 Hot Wheels Body Swappers**
Mike Pigott continues his history of Hot Wheels with a look at a novelty gift set that contained three new models.
- 48 Little and Large**
In the first part of a new series, Steve Coles compares the same models, but in differing scales.
- 50 Allard P2 Monte Carlo conversion**
Allard is a famous name in British motoring, and David Wright creates a model of the P2 not modelled by anyone else.



32



40



78 A Female Perspective

Hazel Ralston considers the world of model collecting, through different eyes...

AUCTIONS

66

Auction news

Highlights around the auction rooms and online this month.

67 Online results

We help you to put a value on your collection, with a look at recent online auction results.

68 Price Guide

Value your collection with auction results from around the country.

Join the club today

Sign up at ccofgb.uk/register

- Receive free newsletters ■ In-depth articles
- Get the latest news and collecting reviews
- Exclusive competitions
- Be the first to hear about events and deals

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.

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, Mike Pigott, Rick Wilson, Stephen Paul Hardy, Charles Barnett, Alwyn Brice, Paul Brent Adams, Keith D'Souza, Jarrod Cotter, Hazel Ralston, David Wright, Andrew Ralston, Steve Coles

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

For advertising production questions please contact Kristina Green, using the details above.

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



This publication is printed by Warners Midlands PLC Telephone: 01778 391000



NEWS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB



BRAND NEW CORGI PROFESSIONALS PACK

THE popular TV show, *The Professionals*, has led to several releases by Corgi over the decades since the show first aired on British television. Tony Buller, of Professionalmania, has already commissioned two replicas from the TV series through Corgi Premiums, both at 1/43 scale.

Following on from the huge success of the Doyle's Ford Escort RS2000 (released in 2022) and Bodie's Ford Capri (2023), Tony's next Professionals release will be a twin-pack, featuring the gold version of the Ford Capri 3.0S, driven by Doyle in later episodes, and Cowley's Ford Granada MkII 2.8i Ghia.

This fabulous twin pack will be limited to just 750 and should arrive in the UK soon. To find out more, drop Tony an email at professionalmania@hotmail.com. ■

NAMAC EXHIBITION DATES FOR 2024

THE NAMAC (Nederlandse Algemene Miniatuur Auto Club) will again organise six swap meets in the halls of Expo Houten in 2024. This is the largest miniature car swap meet in Europe, and features scale models of agricultural and road machinery in addition to miniatures of cars and trucks. Related items such as brochures and car books can also be found at this fair. In total, the event includes more than 1200 metres of tables! The dates for 2024 are: 10 February, 4 May, 15 June, 17 August, 26 October and 21 December. The NAMAC swap meets take place at the Expo Houten, Meidoornkade



24, 3992 AE Houten. Admission is free for NAMAC's more than 5,000 members. Non-members can order their tickets online in advance at www.namac.nl (buying tickets on site will be more expensive). If you would like more information about NAMAC swap meets visit www.namac.nl. ■



NEW MODELS AT BHM

AT long last, British Heritage Models has announced the release of the long-awaited Majesty Classics, Standard 10 Companion (estate car). The development of the model was constantly delayed owing to various problems in China, arising from Covid. However, during that time, Frank Jones had a re-think on the model, and it has grown into two attractive variants, instead of the original single version. The 1961 Companion is now available as: MC 17 green and white, with windscreen sunshade, twin fog lights and extended radio aerial. MC 17a blue and white, with wing mirrors, lowered aerial, and roof-rack.

Both models are now in full production, and further details can be obtained from British Heritage Models, telephone: **01244 320761**, email: bhm-uk@talktalk.net or visit www.britishheritagemodels.co.uk. ■

FLYING HIGH AT BHM

BRITISH Heritage Models have told us of a new model from Matrix; the 1965 Bentley SIII Flying Spur, with coachwork by H. J. Mulliner. The model presented in dark green, is a limited edition of just 120.

Further details of this, and all

forthcoming Matrix models, can be had from British Heritage Model, telephone: **01244 320761**, email: bhm-uk@talktalk.net or visit www.britishheritagemodels.co.uk. ■





HEAVY PLANT IS LIGHT WORK WITH COLLINS

SEARCH IMPEX has announced the forthcoming release of a 1/50 scale Volvo FH16 750 Globetrotter XXL (6x4) with 4 axle, Nooteboom PX low loader trailer, customised in Collins Earthworks' livery.

The models have been produced exclusively for Search Impex by WSI Models as a certificated Limited Edition (275 pieces).

A flagship member of the Collins Earthworks Transport fleet is the Volvo FH16 750 Globetrotter XXL (6x4), complete with personalised registration plate –V750 XXL. When paired with a Nooteboom PX 4 axle low loader trailer, it is regularly used to carry larger items of plant in the Collins portfolio, such as the Volvo A60H articulated dumpers.

Models, available from Search Impex, are priced at £221 each (including UK delivery & VAT). For details of availability of this and other models, collectors can visit the Search Impex website at www.search-impex.co.uk or call on 01332 873555. ■

CLOSURE MARKS END OF AN ERA



IT was with immense sadness that, at the beginning of January, we heard the news of the upcoming closure of Hattons Model Railways, an institution in the hobby since 1946.

In a statement released on 8th January the company stated that it was not insolvent but rather it will be wound down in an orderly fashion, leaving no outstanding debts.

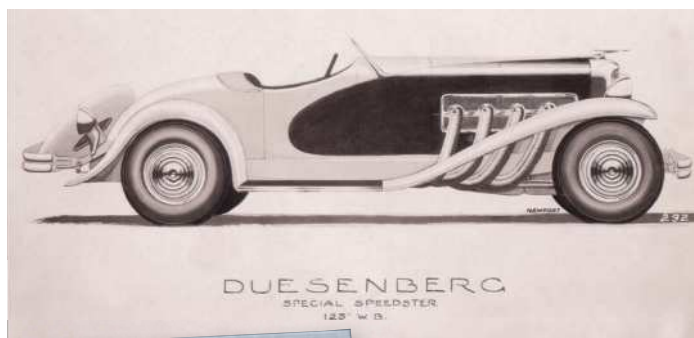
The company cited changing market conditions having had a large impact on the business, with declining customer

numbers, changing customer demographics and supply chain disruption being the main reasons for the decision to cease trading.

An exact date for closure has not been given as of yet, but no further pre-orders will be fulfilled by Hattons, except for some Hattons Originals projects.

Further information and updates can be found via Hatton's website www.hattons.co.uk or on social media. ■

DIECAST COLLECTOR BOOKSHOP



INSIDE THE DUESENBERG SSJ: THE SPECIAL SPEEDSTERS

Author: Angelo Van Bogart

Format: Hardback

Size: 265 x 230mm

Pages: 120

Edition Size: 1000 copies, signed and numbered

Price: \$119.95 + Postage

Availability: www.diecasmm.com

YOU would expect a 120-page book covering just two cars to be well-detailed and/or well-illustrated, and this one is both. A labour of love for author and publisher Angelo Van Bogart, editor of the American publication, *Old Cars Weekly*, it has taken him over six years to research and compile.

He tells the story of how E.L.Cord, owner of Duesenberg (the Auburn-Cord-Duesenberg combine) turned to publicity from film stars and celebrities to help sell the expensive Model J and SJ cars during the ruinous years of the Great Depression. This culminated in the building of the pair of SSJ Speedsters that were loaned to actors Clark Gable and Gary Cooper, at that time the "Kings of Hollywood"...

That's not all of course. There is a chapter covering the relevant history of the Duesenberg marque and company ownership, and another that covers the competition exploits of the Model J / SJ, including the development of Ab Jenkins' famous "Mormon Meteor" record-breaking car. Another covers the components of the two SSJs that had to be either created from scratch or adapted from current production. The history of ownership for both cars is covered, as are the colour schemes and even licence plates (number plates) worn by each over the years. Values are discussed, in a sensible sober manner over the history of each car's trading – and for us collectors, there is a page covering models of both cars.

All in all, a fascinating book that goes way beyond a specialist history, to give a glimpse of motoring and the trading of what we now call 'classic' cars over the years from the 1930s in America.

Very well-produced, the high quality and detailed content justify the significant price for the keen enthusiast.

Exclusively available through the online Diecasm shop, each book is individually signed, numbered and despatched by the author from the USA. ■

NEWS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB

JOHN MCCULLOCH'S DIECAST COLLECTION

Christopher Noor reports from New Zealand on the double take awaiting him when he went to the December 2023 opening of Cars Inc.

I'D stepped into the museum's exhibition area expecting to see beautiful classic cars from mainly the 1950s-1970s, but I was completely unprepared for the U-turn I would take after I spotted the display cases bursting with amazing Matchbox and Dinky Toys.

The models belonged to the late John McCulloch (1944-2021). Chris, John's widow, asked the museum's owner Paul Boden if Cars Inc would like to display them. 'We said yes straight away as they are so good,' he told me.

As a schoolboy John had saved up and spent his pocket money on his first Matchbox Toy, the Horse-drawn Milk Float (No.7). He seldom played with model as the immaculate condition shows.

John bought Matchbox models for his sons who were not allowed to play with Dad's

collection. Dad received their models once his sons had outgrown them.

He became interested in anything produced by Matchbox, especially the older models and searched for them in toy stores, second-hand shops, diecast swapmeets, and at the auctions held by Morris Antiques in Stokes Valley.

He would have queued outside Ferguson and Osborn in 1979, when the time warp book, toys, and stationery store had a closing down sale. Storerooms of stock were finally unpacked after being unopened for years. The sale proved itself a real bonanza for toy collectors like John.

Finding it harder to get the Matchbox Toys he sought, he began collecting Dinky Toys. The collection has models going back to the 1930s that were



purchased in New Zealand and overseas. When John added a model to the collection in better condition, he would also keep the original. Ron Ford has happy recollections of him as one of his best customers for his surplus Dinky Toys at the swapmeets. The varying condition of the collection displayed adds to the interest. It includes the best selection of French Dinkys I've

seen anywhere. But what really caught my eye is the Dinky Hudson Commodore (No. 171) with the lowline blue and grey body. It was a first for me seeing a favourite diecast with this presentation.

John McCulloch's collection is well worth a visit to Cars Inc... as is the museum that houses it. Details can be found at www.carsinc.co.nz. ■

NEXT MONTH

April 2024
Issue 318

PLUS...

- 1955 Overland vehicles
- Corgi 'Dambusters' Lancaster
- Corgi through the years
- A-Z of diecast collecting
- Auction results
- All the latest news
- Extensive selection of new model releases

ON SALE
1 MARCH

...or download the
digital edition 7
days earlier!

**Remembering
familiar faces in strange places**

Looking at Spanish partwork trucks and vans

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



DIECAST • MODELS • HOBBIES • TOYS

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

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



FOLLOW US
@ClevelandsTrade



LIKE US
ClevelandsTrade



SEE LATEST MODELS
user/ClevelandsTrade

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

TRADE ONLY

UK DISTRIBUTOR FOR:



AV7228002 - 1/72 FOLLAND GNAT F-1
XK740 RAF NORTH WEALD

72TM Aviation



AV7228005 - 1/72 FOLLAND GNAT F-1
YUGOSLAV AIR FORCE

MGT00706-R - 1/64 PORSCHE 911 (992) GTS RS WEISSACH
PACKAGE WHITE WITH PYRO RED (RHD)



► 706 Prototype Sample, Approval Pending

**MINI
GT**
LHD version shown

MGT00721-L - 1/64 HONDA CIVIC TYPE R NO.2 2023 PACE
CAR WHITE (LHD)



► 721 Prototype Sample, Approval Pending

**MINI
GT**
LHD version shown

MINI GT

MGT00720-L - 1/64 LAMBORGHINI COUNTACH LPI 800-4
ROSSO MARS (LHD)



► 720 Prototype Sample, Approval Pending

**MINI
GT**
LHD version shown

MGTKHMG113 - 1/64 NISSAN SKYLINE GT-R (R33) GREDDY
GR33 V1



KAIIDO ★ HOUSE **MINI
GT**

PROTOTYPE SAMPLES SHOWN

PR640031 - 1/64 ASTON MARTIN
DBX 707 BLUE



POP RACE

PR640037 - 1/64 SHELL HONDA
CIVIC TYPE R (FL5)



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



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.

SET OFF IN HOT PURSUIT OF CORGI'S LATEST CLASSIC TV MODEL

Captain Scarlet and the Mysterons, to give the TV show its full name, is a British science fiction television series that was created by Gerry and Sylvia Anderson, and produced by their company, Century 21 Productions. With a total of 32 episodes, each lasting 25 minutes, it was first broadcast on ITV regional franchises between 1967 and 1968, and went on to be shown in over 40 other countries around the world. It is one of several Anderson series that were filmed using a form of electronic marionette puppetry called "Supermarionation", which combined scale models with special effects sequences.

Set in 2068, Captain Scarlet follows the "war of nerves" between Earth and the Mysterons, a race of Martians who possess partial control over matter. When a misunderstanding causes human astronauts to attack their city on Mars, the Mysterons vow revenge and launch reprisals against Earth. These are countered by Spectrum, a worldwide security organisation. In the first episode, Spectrum agent Captain Scarlet acquires the Mysterons' self-healing power of "retrometabolism" and is thus rendered indestructible, being able to recover from otherwise fatal injuries. In this way, Scarlet becomes Spectrum's top asset in its fight against the Mysterons.

Fast, armed, armoured and amphibious, the Spectrum Pursuit Vehicle is Spectrum's major

CORGI
Captain Scarlet
Classic Spectrum
Pursuit Vehicle (SPV)

SCALE: FTB
PRICE: £29.99
REF: CC96308

www.corgi.co.uk



ABOVE The iconic lines of Captain Scarlet's SPV are superbly recreated and the colour is an excellent match.

BELOW RIGHT There is plenty of functionality to the model and, of course, there is a working missile. Push down on the left-front suspension to deploy (two missiles are supplied).

Earth-bound combat force. A ten-wheeled two-seater bullet-proof vehicle capable of speeds over 200 mph (322 km/h), the 25 ft (7.62 m) long SPV has no windscreen and is driven from an aircraft-type bucket seat with the driver sitting facing the rear, steering the lightweight multi-purpose motors by television monitor.

Entry to the vehicle is via a sliding side panel which incorporates the driver's seat. Each SPV is equipped with revolutionary radar installations, super sensitive two-way radios, an air-conditioning plant and a proteinised food supply, enabling the crew to remain entirely self-sufficient for long periods. The SPV's armament consists of laser cannons, ground-to-air missiles and electrode ray cannons – the only truly effective anti-Mysteron weapon.

Essentially a reworked reissue of Corgi's previous release of the SPV, the functionality is still there, with the nose missile being deployed by pressing down on one side of the front suspension and the side panel is released by pushing one of the panels on the roof edged in red. The set of rear wheels also folds down manually.

Although Corgi lists this as "Fit the Box", given the model's 14.4cm length, it works out to 1/53 scale. These have proved to be very popular indeed and the initial batch has sold out in many places already, so your pursuit needs to be fast! ■



ABOVE The extra set of rear wheels fold down for when extra traction is needed and Captain Scarlet pops out at the push of a panel on the roof.





HAND BUILT

MATRIX MODELS
1969 Ford LTD Country Squire – metallic green
SCALE: 1/43 PRICE: £120 REF: MX 20603-031
www.matrixscalemodels.com

Lovely model of Ford's top-line station wagon, with great wood-effect trim. Black interior, and fine detail. Also available in a metallic gold finish.



HAND BUILT

MATRIX MODELS
1942 Chrysler Town & Country - Green
SCALE: 1/43 PRICE: £125 REF: MX 20303-073
www.matrixscalemodels.com

A third colour version of this popular model from Matrix, and the mid-dark Green tones well with the "woodie" trim. Interior is in Mid-Tan, a real beauty.



EXTRA 360° VIEW

CORGI MODEL CLUB
Chevrolet Fire Chief
SCALE: 1/50 PRICE: £32.99 REF: 482
www.corgimodelclub.com

The most noticeable aspect of Corgi's second Impala casting was its split diecast body - this allowed the two halves to be painted separately.



EXTRA 360° VIEW

OXFORD DIECAST
Oldsmobile 88 Convertible 1957 - Conorado Yellow
SCALE: 1/87 PRICE: £9.95 REF: 87OC57001
www.oxforddiecast.co.uk

Wonderful detail and original colouring, which is often hard to find in models of this scale. A great addition to any 1960s or 70s era layout.



EXTRA 360° VIEW

OXFORD DIECAST
Pontiac GTO 1966 Fontaine Blue
SCALE: 1/87 PRICE: £9.95 REF: 87PG66001
www.oxforddiecast.co.uk

Just look at the shine on this American miniature - what an absolute beauty of a car! Both the interior and the exterior detailing is spot-on.



EXTRA 360° VIEW

OXFORD DIECAST
Chevrolet Impala Sport Coupe - Cay Coral and white
SCALE: 1/87 PRICE: £9.95 REF: 87CI58001
www.oxforddiecast.co.uk

Nothing says 'Americana' quite like a Chevrolet Impala, and this scale replica is no different. Sleek lines and impressive detail set it apart from others.



EXTRA 360° VIEW

OXFORD OMNIBUS
Alexander M Type Western
SCALE: 1/43 PRICE: £27.95 REF: 76AMT002
www.oxforddiecast.co.uk

It's always nice to see new buses and coaches hit the shelves, and this one in Western Scottish Bus Company livery is superb. A must for enthusiasts!



EXTRA 360° VIEW

OXFORD HAULAGE
Scania New Generation D R Macleod
SCALE: 1/76 PRICE: £31.95 REF: 76SNG003
www.oxforddiecast.co.uk

Wow! The accuracy, detail and finish (for its size) is particularly impressive. As is the price - definitely great value for money this one.



BRITAINS
JCB Fastrac 4220 Icon Tractor

SCALE: 1/32 PRICE: £34.99
REF: 43355

www.britainsfarmtoys.co.uk

Model features a clear roof panel, yellow handrails, new lights and updated cab interior detailing. With steerable wheels and working rear linkage.



BRITAINS
Keenan MechFiber365 Plus Diet Feeder Wagon

SCALE: 1/32 PRICE: £27.99 REF: 43359

www.britainsfarmtoys.co.uk

Good looking plastic and metal feeder wagon with hinged black bale cradle and a mixing paddle driven by the front wheels.



UNIVERSAL HOBBIES
Massey Ferguson 9S.425 Tractor

SCALE: 1/32 PRICE: around £75.00
REF: X993042306426

shop.masseyferguson.com

A smart, well built largely metal tractor. It has steerable wheels, working front and rear linkages and good levels of detailing.



UNIVERSAL HOBBIES
Claas Arion 550 St V Tractor

SCALE: 1/32 PRICE: around £68.00
REF: 02662270

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

It's a new front linkage, a restyled bonnet, new decals and chrome exhaust for this updated Arion 550 tractor in metallic seed green. Limited to 1000 models.

NEW BALER ARRIVES FROM BRITAINS

Like the real baler Britains' new flagship Case IH baler uses the same tooling as the New Holland model baler it released in 2023. It has a metal chassis and drawbar with plastic body parts. There's a PTO shaft provided on the drawbar and painted lights detailed on the pickup guard rail. It's equipped with large tyres and the wheels on the rear axle are steerable. They can be positioned at several different set angles.

The pickup floats on two wheels and the pickup tines and feed auger rotate as the baler is pulled along, driven by two ground wheels. The pickup has a red bed, freely rotating roller wind guard and feed roller. The front hood is not hinged and there's no access to the driveline, gearbox and flywheel chamber. However on the baler top there's a freely rotating metering wheel and the detail for the three electric knottor cleaning fans. There are six white knottor indicators and realistically size handrails detailed. On the rear rail there's also a painted warning beacon and on the left-hand side of the bale chamber a fixed access ladder. A second freely rotating metering wheel is also provided on the bale chamber.

The twin section tail gate unfolds on two plastic chains. It's supplied with three large green plastic bales. ■

BRITAINS
Case IH LB434 XL Large Square Baler

PRICE: £31.99

SCALE: 1/32

REF: 43361

www.britainsfarmtoys.co.uk



AMAZING DIECAST BARGAINS FROM KEITH'S CARS OF DERBY

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

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



ATLAS 1957 CITROEN 2CV 16.99



ATLAS 1959-71 TRIUMPH HERALD 14.99



ATLAS 1964 PORSCHE 901 (THE FIRST 911) 18.99



ATLAS 1966 LAMBORGHINI MIURA P400 19.99



ATLAS 1967 CHRYSLER VALIANT IV 19.99



ATLAS 1974 DODGE POLARA RT 19.99



ATLAS 1976 EBRO E-95 'MAHOU' BEER TRUCK 22.99



ATLAS 1985 RENAULT 4 GTL 19.99



ATLAS BERLIET GR280 LOG TRUCK FRANCE 1979 27.99



ATLAS MARTINI PORSCHE 938/78 'MOBY DICK' LE MANS 1978 23.99



CARARAMA BIG POLAR 730 GSE TWIN-AXLE CARAVAN 19.99



CARARAMA VOLKSWAGEN BEETLE 1303 #53 HERBIE LOOK-ALIKE!! 17.99



CMR FORD GT40 MKII 2ND LE MANS 1966 MILES & HULME 'REAL WINNER' COLLECTOR'S BOX 38.99



DIRECT EDITIONS PINDER CIRCUS FORD F094 & DIRECTOR'S CARAVAN TRAILER 1957 34.99



IXO 1970 VW 411 LE 29.99



SPARK FOR ATLAS AUDI R8 WINNER LE MANS 2004 24.95



SPARK FOR ATLAS BENTLEY SPEED 8 WINNER LE MANS 2003 24.99



SPARK FOR ATLAS FORD GT40 WINNER LE MANS 1968 24.99



SPARK FOR ATLAS PORSCHE 911 RSR 'PINK PIG' GTE CLASS WINNER LE MANS 2018 24.95



SPARK FOR ATLAS MAZDA 787B WINNER LE MANS 1991 24.99

NEW 2024 CORGI VANGUARDS! PLUS SOME YOU MAY HAVE MISSED... 35.99 EACH POST FREE OR BUY ANY 4 FOR 129.99!!



NEW!! 1976 FORD ESCORT MK2 RS2000 SIGNAL GREEN



NEW!! 1978 FORD ESCORT MK2 RS2000 CUSTOM BLACK



NEW!! 2018 FORD FOCUS MK3 ST RACE RED



NEW!! 1967 FORD ESCORT MK1 TWIN CAM ERMINE WHITE



1974 TRIUMPH TR6 MAGENTA



1976 FORD ESCORT MK2 RS2000 X-PACK VENETIAN RED



1977 FORD CORTINA MK4 1.6 GL ARIZONA GOLD



1979 FORD ESCORT MK2 1600 SPORT ROMAN BRONZE



1982 FORD CORTINA MK5 1.6L CARDINAL RED



1983 FORD ESCORT MK3 XR3i STRATO SILVER



1987 FORD SIERRA RS500 COSWORTH DIAMOND WHITE



1994 FORD ESCORT MK5 RS COSWORTH 'MONTE CARLO' JEWEL VIOLET



VOLKSWAGEN TYPE 2 BAY WINDOW CAMPER CUSTOM 'RAT-LOOK'



1968 FORD LOTUS CORTINA TC MK2 ANCHOR BLUE



1969 FORD LOTUS CORTINA MK2 FERN GREEN



1974 FORD ESCORT MK1 RS2000 STARDUST SILVER



1974 TRIUMPH TR6 HARD TOP MIMOSA YELLOW

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



NOREV 1982 JAGUAR XJ-S COUPE 83.99



NOREV 1988 JAGUAR XJ-S CONVERTIBLE 79.99



SOLIDO 1968 MEYERS MANX BEACH BUGGY 55.99



SOLIDO 1975 BEETLE BAJA 59.99

ANYTHING CAN HAPPEN IN THE NEXT HALF-HOUR!! FAB NEW CORGI STINGRAY! 39.99 POST FREE!!



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

HAVE YOUR OWN MINIATURE RALLY TEAM WITH MINI GT'S MARTINI RACING PADDOCK

MINI GT's range is increasing all the time as the scale of 1:64 is proving to be incredibly popular all around the globe and particularly so in the UK. Add to that one of the most iconic racing liveries ever known in motorsport and we have a real winner!

The Martini Racing-sponsored Lancia Delta Integrale has been released before, both individually and as a four-car set, and this latest version depicts the car as the 1992 Rallye Monte Carlo winner, as driven by Didier Auriol and Bernard Occelli (MGT00455-L). This is an excellent casting and crams in plenty of detail, despite the scale's size limitations. The complex, iconic Martini striping is worthy of particular note here. The win was Auriol's first of six triumphs in the WRC that season, finishing third overall behind teammate Juha Kankkunen in 2nd and Carlos Sainz in 1st (driving a Toyota Celica Turbo).

MINI GT has also now released a pair of accessory packs to really bring your model rally paddock diorama to life. The Paddock Service Tent Set (MGTAC16) includes a plastic-moulded

MINI GT
Lancia Delta
HF Integrale
Evoluzione,
Paddock Service
Tent Set and
Martini Racing
WRC Figurines

SCALE: 1/64
PRICE: £16.99
(Lancia Delta), £10.00
(Paddock Tent Set)
& £23.98 (WRC
Figurines)
REF: MGT00455-L
(Lancia Delta),
MGTAC16 (Paddock
Tent Set) & MGTAC24
(WRC Figurines)

www.clevelands
diecast.co.uk

awning with six supporting legs. On top there are four Martini Racing-branded pole banner flags. And, for that final touch, there is also a spare set of four wheels for the Delta Integrale.

If that wasn't enough on its own, MINI GT's latest figurine set features five suitably-attired Martini Racing personnel, in five different poses (MGTAC24). Dressed either in overalls, or t-shirts and trousers, each figure has a different job to do around the car.

Each of these offerings are available separately, but together they make a really great combination. ■



ABOVE The simple and effective paddock tent provides extra shelter for the car and mechanics.

LEFT MINI GT's Martini Lancia Delta HF Integrale features some great detail and the accessory packs really set it off.



CORGI
Captain Scarlet Classic Angel
Interceptor
SCALE: FTB **PRICE:** £29.99 **REF:** CC96309

www.corgi.co.uk

The perfect companion for the Spectrum Pursuit Vehicle also reviewed this month, the much-loved Angel Interceptor gets a re-release too. Another superb model.



IXO
Peterbilt 281 (1955)
SCALE: 1/64 **PRICE:** £25.99
REF: 64TR002

www.ixomodels.com

IXO enters the 1/64 segment with a new model of classic Americana trucking. This Peterbilt is brimming with excellent detail, paying homage to the 1971 film 'Duel'.



SOLIDO
Dodge Challenger 2018 SRT Demon
V8 6.2L
SCALE: 1/43 PRICE: £27.99 REF: S4310308

www.ayrey.co.uk

While the solid colour is certainly eye catching, the finish (on this model) leaves the car feeling somewhat flat. The interior detail however is very good.



SOLIDO
Shelby Mustang GT 500 Fast Track
SCALE: 1/43 PRICE: £27.99
REF: S4311504

www.ayrey.co.uk

If American muscle cars are your thing, then this is the model for you. With clean, crisp lines and a top notch paint job, you can almost feel the speed!



SOLIDO
RWB Bodykit Aoki Black 2021
SCALE: 1/18 PRICE: £65.99
REF: 1807507

www.ayrey.co.uk

Released just in time for Japan's cherry blossom season, this Porsche 911 looks ready to race! Another Solido replica with superb colour finish and detail.



SOLIDO
Alpine A110 1600S Blue Rallye
Monte Carlo 1972
SCALE: 1/18 PRICE: £65.99 REF: 1804207

www.ayrey.co.uk

We liked this so much that we made it our cover model this month! The colour pops beautifully and detailing is just exquisite. Definitely a must have!



SOLIDO
Toyota Supra MK4 (A80) Targa Roof
Grey 1998
SCALE: 1/18 PRICE: £55.99 REF: 1807604

www.ayrey.co.uk

The paint finish (in places) on our review model left something to be desired, but hopefully it's a one off. Otherwise a nice replica for collectors of the marque.



SOLIDO
Opel Omega Evolution 500 Yellow
DTM 1991
SCALE: 1/18 PRICE: £65.99 REF: 1809702

www.ayrey.co.uk

Great miniature of Franz Engstler's Opel Team Irmscher race car. Comes with authentic interior trim, turning front wheels and opening doors.



PARA64
Toyota Landcruiser LC79 (2014)
SCALE: 1/64 PRICE: £24.99
REF: PA-55681

<https://paragonmodelstore.com/>

The Landcruiser many have been waiting for! Para64 delivers with aplomb and precision. Faithful in detail, this Crew Cab is primed for Aussie customisation.



K K MODELS
Ford Taunus L Coupe (1971)
SCALE: 1/418 PRICE: £74.99
REF: KKDC181001

<https://www.kk-scale.de/>

Just that bit different from the MkII Cortina, this model gives good account for itself – authentic colour scheme and interior, delicately replicated wheel detail.

UNPACK AUTOMODELLO'S NEW PACKARD

Packard's Caribbean was developed from their 1952 Pan-American show car, and was introduced in 1953 as their most sporting model. It was an attempt to upgrade the marque's image as a producer of high quality luxury cars that had come to be seen as too traditional, even stodgy, by their customers.

In 1953, it came in as Packard's top-line model, as a convertible only, with its own styling features like the cutaway rear-wheel arches and continental spare-wheel kit. It featured Packard's new "Ultramatic" 2-speed automatic transmission as an alternative to the 3-speed manual gearbox.

The 1954 version featured revised rear-end styling, with the rear wheels now partially-enclosed and chrome rear wing trim that emphasized the new 2-tone colour schemes. The stylish continental wheel kit was retained, and luxury features included power steering, brakes, seats and windows, as well as that "Ultramatic" transmission. Power was from a 359 Cu In (5880 cc) straight-eight engine that produced 212 bhp, to give a top speed of 103 mph and an 0-60 time of 13.1 seconds.

The hefty \$6100 price tag reflected the car's exclusive nature, and just 400 were built for the year, making it the rarest of all the Caribbeans. For 1955 and 1956, it was completely restyled again in line with the rest of the Packard range, and the model was discontinued after 1956.

There are two versions of the magnificent new Automodello, although one was commissioned solely for members of the Classic One Forty Three Club, based in the USA.

The standard version is in authentic black/Sahara Sand (off-white), and was mastered from a concours-winning full-size original. The resin moulding, the finish of both paint and plating, and the level of detail, are all excellent, as we've come to expect from Automodello. That detail extends to the small badging and motifs, notably the ones just aft of the doors. The plated wire wheels (again, standard on the original) and whitewall tyres complete a fine model.

The interior, in matching two-tone, is also very well-detailed, with all the door fittings, pedals and an excellent fascia. The detail extends to the motif on the glove-box lid as well as all the dials and radio speaker grille. The model comes with both open convertible tonneau and closed tops, both of which look realistic and fit snugly in place, so it can be displayed in either guise.

Automodello's own version is priced around £100 from UK stockists, or \$119.99 from Automodello direct. Models for the UK will be sent from their UK agent, Midas Models. Just 143 examples have been made.

The Club version is in Chariot Red/Sahara Sand, and as well as being available through the Club, can also – but only – be purchased from www.diecastm.com, Automodello's sister online



A stunning Automodello 1954 Packard Caribbean.



The limited edition Club One Forty Three version.

AUTOMODELLO 1954 PACKARD CARIBBEAN

SCALE: 1/43
PRICE: \$119.99
REF: 43P040

www.automodello.com



ABOVE The beautiful front view...

ABOVE RIGHT ...and from behind.



shop. Price is either \$139.99, to include one-year membership to the club, or, oddly, \$149.99 without that membership. This is in a run of 150 examples, in special Club One Forty Three packaging.

More details from www.automodello.com, www.diecastm.com and the Classic One Forty Three Club's Facebook page (<https://www.facebook.com/groups/1155234585032092>). ■

Toys for the Collector Auctions

SAS

Est. 1991

specialauctionservices.com



SOLD £4,600



SOLD £3,700



SOLD £3,300

We hold at least ten large toy auctions a year, offering something for everyone, from great rarities to modern toys and models.

We are often picking up consignments from around the UK and would be happy to visit.

Please call Dominic Foster, Bob Leggett or David Kemp on +44(0)1635 580595 or mail@specialauctionservices.com

www.specialauctionservices.com

Special Auction Services,

Nexus Park, Plenty Close, Newbury RG14 5RL

SAS are proud to sponsor the Brighton Toy and Model Museum

Members of the Maidenhead Model Static Club

Latest models from Corgi



It has become something of an early year tradition for Corgi fans that the start of the new year is accompanied by the reveal of the latest model range. Here we see models that will arrive over the next few months...



Junkers Ju-88C-6, R4+HH, Gerhard Böhme, 1./NJG.2, Catania, Sicily 1942

PRICE: £84.99 SCALE: 1/72 REF: AA36714

Expected Spring 2024



Bristol Beaufighter TF.X, NE775/X2, 455 Sqn RAAF, June 1944

PRICE: £84.99 SCALE: 1/72 REF: AA28603

Expected Spring 2024



Supermarine Spitfire MkIXe, ML407, Sq Ldr John 'Johnnie' Houlton

PRICE: £59.99 SCALE: 1/72 REF: AA29103

Expected Spring 2024



Panavia Tornado GR.1, ZD748/AK, Johnnie Walker 'Still Going Strong', RAF No.9 Squadron
PRICE: £179.99 SCALE: 1/48 REF: AA29401
Expected Spring 2025



Martin B-26B Marauder, 41-31576 'Dinah Might', Mjr David Dewhurst
PRICE: £119.99 SCALE: 1/72 REF: AA29501
Expected Spring 2024



SPAD S.XIII, S.7714, Captain Robert Soubiran
PRICE: £59.99 SCALE: 1/48 REF: AA37910
Available now



BAe Harrier GR7A ZD437/49A 'Michelle', RAF No.1 Squadron, Operation Herrick, RAF Kandahar, Afghanistan, 2007
PRICE: £149.99 SCALE: 1/48 REF: AA29301 Available now



McDonnell Douglas™ Phantom FGR.2™ XV466/D, No.1435 Flight, RAF Mount
PRICE: £179.99 SCALE: 1/48 REF: AA27903 Available now



NEW MODELS



Ford Escort Mk1 Twin Cam, Ermine White (Ford Press Car)

PRICE: £35.99 **SCALE:** 1/43 **REF:** VA09532

Available now



Jaguar XJ6 Series 2, Dark Blue

PRICE: £35.99 **SCALE:** 1/43 **REF:** VA13906

Expected Spring 2024



Ford Escort Mk2 RS2000 Custom, Black

PRICE: £35.99 **SCALE:** 1/43 **REF:** VA14906

Available now



Ford Escort Mk2 RS2000, Signal Green

PRICE: £35.99 **SCALE:** 1/43 **REF:** VA14907

Available now



Ford Transit Custom Leader, North Yorkshire Police

PRICE: £37.99 **SCALE:** 1/43 **REF:** VA15103

Expected Spring 2024



Ford Mustang Mk6 GT Fastback, Orange Fury

PRICE: £35.99 **SCALE:** 1/43 **REF:** VA15502

Expected Winter 2023-24



James Bond Aston Martin DB5 – Silver

PRICE: £32.99 **SCALE:** 1/43 **REF:** RT26101S

Expected Summer 2024



Rover 75 V6 Contemporary SE, Ski Blue

PRICE: £35.99 **SCALE:** 1/43 **REF:** VA09206

Expected Spring 2024



Ford Capri Mk2 3-litre Ghia Automatic, Sebring Red

PRICE: £35.99 **SCALE:** 1/43 **REF:** VA15401

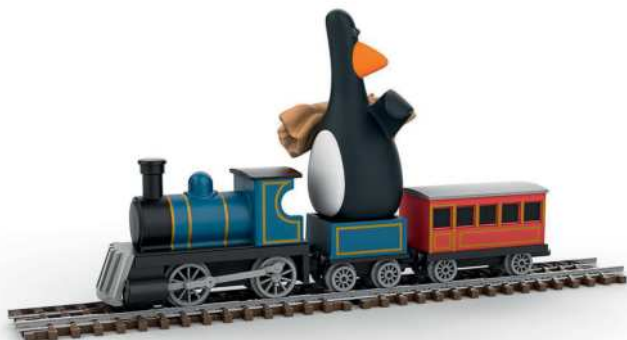
Expected Spring 2024



Triumph Scrambler 1200 (Bond Edition)

PRICE: £89.99 **SCALE:** 1/12 **REF:** CC08402

Expected Spring 2024



Wallace & Gromit - The Wrong Trousers - Feathers McGraw & Locomotive

PRICE: £34.99 **SCALE:** FTB **REF:** CC80602

Expected Summer 2024



Wallace & Gromit - The Wrong Trousers - Wallace & Flatbed Wagon

PRICE: £34.99 **SCALE:** FTB **REF:** CC80604

Expected Summer 2024



Wallace & Gromit - The Wrong Trousers - Train Set Chase

PRICE: £89.99 **SCALE:** FTB **REF:** BUNDLEC09

Expected Spring 2024



Wallace & Gromit - The Wrong Trousers - Gromit & Coaches

PRICE: £34.99 **SCALE:** FTB **REF:** CC80603

Expected Summer 2024



**NEW
TOOL**

Gerry Anderson's Stingray

SCALE: FTB **PRICE:** £39.99 **REF:** CC01001

Expected Winter 2023-24



James Bond - Q Glider 'No Time To Die'

PRICE: £44.99 **SCALE:** FTB **REF:** CC03601

Expected Spring 2024



Into Spring...

In feeling the first stirrings of Spring after what seems like an eternity of a wet, grey, English winter **Stephen Paul Hardy's** thoughts turn to the warming sight of vibrant Spring colours.

Those thoughts are not necessarily to the sight of the traditionally vibrant multi-colored tulip blooms from Amsterdam, but to automotive paint shades of the 1970s having curiously distinct Dutch connections.

INTRODUCING THE SPRING COLOURS

In May 1970 Volkswagen dealerships in the Netherlands took delivery of a modest number of specially finished cars for a sales campaign event held over the nation's Spring bank holiday. Dutch buyers were, if they were very quick, able to buy one of three different colour 1300cc 'Popkever' (Pop Beetle) or a bright orange 1300cc 'Meikever' (May Beetle). Similar campaigns were also marketed in a very limited number of other German 'export' markets in Western Europe. Those Spring Edition models were the starting point of a very intense production period for the Beetle and also marked a watershed point in the evolution and parting of the ways with Volkswagen paint colour palettes.

From that point onwards the standard factory paint colours used in Volkswagen AGs main factories and those used by Wilhelm Karmann GmbH diverged. The Pop Beetles were finished in three unique colours – Pop Lilac, Beat Blue and Hippie Green. That bright orange (Signal Orange) however was borrowed from the contemporary Porsche paint colour palettes via Karmann. This came about because during the early Seventies the substantive proportion of Karmann's



ABOVE "There is no substitute..." a series of US Porsche magazine adverts from the mid 1970s produced many outstanding images of which this has got to be the best...



ABOVE ...and inspired this impromptu shot of Norev 1/18 914s and the hope that a white version might get released in 2024 in order to totally recreate that 914 line-up of the '75 advert.

output was given over to three models: the Beetle cabriolet, the typ.1 Karmann Ghias and the joint venture VW-Porsche 914. All three model lines shared a common paint colour range that included many vibrant shades not otherwise available from the standard Volkswagen colour charts combined with a choice of more conservative finishes including metallic colours. Those vibrant shades became synonymous with the image of the era – the colours of the seventies.

SPOTTER'S GUIDE TO THE 914

Let's set aside the complex technical and production background to the 914 and cut to a quick spotter's guide. Basically, it started life as two versions



ABOVE Norev's current roll out of 1/18 914s spans from the early (right) to late (left) series types. The only version released to date missing here is last December's web-exclusive release in black.



ABOVE
1/43 Minichamps and Maxichamps 914s come nose to nose with remarkably similar looking 1/64 versions from Kyosho in a vibrant illustration of 1970s Karmann palette paint colours.

spanning the 1970 to 1972 model years: the 914/4 with a Volkswagen flat four engine and the 914/6 and 914GT with the Porsche flat six engine.

All the bodies were made by Karmann, who also finished out the 914/4, whilst Porsche transported the 914/6 bodies to Zuffenhausen for installation of the engines, transmission and Porsche detailing. From the 1973 model year onwards through to the end of production Porsche withdrew the 914/6 from the range and the 914/4 evolved successively into the 914 1.7, 914 1.8 and finally 914 2.0.

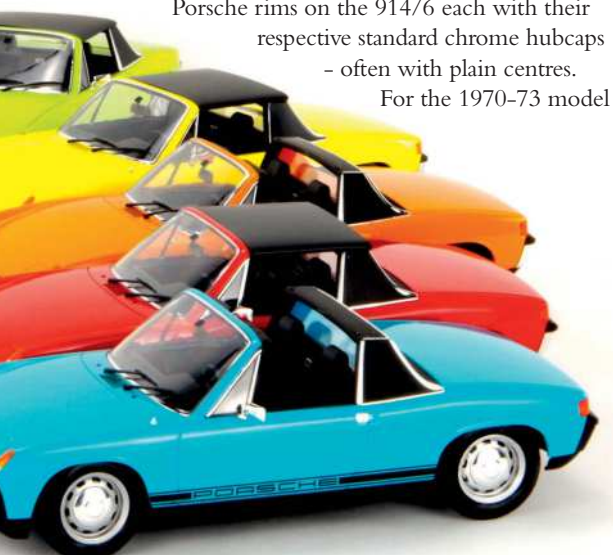
Late series models increasingly bore the visual characteristics of increasing type approval requirements with the most obvious change of enlarged, black, bumpers. North American market versions are quickly identifiable by the circular amber side marker light on the front wings and badging devoid of any reference to Volkswagen.

Wheel styles are another easy-spot detailing that differentiate the models. The standard steel wheels, unsurprisingly, belied the origins of the early cars with 8 slot/4 bolt VW rims on the 914/4 and 10 slot/5 bolt

Porsche rims on the 914/6 each with their respective standard chrome hubcaps

- often with plain centres.

For the 1970-73 model



ABOVE In addition to two web-exclusive versions of its 914 Norev released a pair of colour versions in its Colours of the 70's Limited Edition series. The first was in L20E Signal Orange a longstanding favourite colour of many Porsche and Volkswagen enthusiasts and one which was central to the introduction of the Volkswagen Spring Editions in 1970.



ABOVE The second was in L65K Ravenna Green an almost luminous shade derived from one of the original, exclusive, Pop colours of Hippie Green and absolutely central to the Karmann palette of the early seventies.

years, 4 bolt Pendrini alloys were optional on the 914/4 and 5 bolt classic Porsche "windmill" Fuchs or Mahle (nicknamed "gas burner") alloys were optional on the 914/6. From the 1973 model year through to close-out in 1976 the standard steel rim was the 4 bolt VW Lemmerz 'sports' rim developed initially for the 1973 'Gelbschwarzer Renner' (GSR)/ 'Sports' Bug Special Edition Beetle models. Optional alloys for that later period were the 4 bolt Baby Fuchs (rather blandly flat and slightly out of keeping with all the other styles) and the pretty design from Mahle that looked a lot better than the earlier 5 bolt version.

SCALE MODEL 914S

In short there are a great many which have come into the market in an almost continuous stream since the 914 was first launched in 1969. It is curious though that the proportions and shape of the 914 seems to have given most manufacturers a hard time to capture well - far too many versions just don't seem to get it quite right. And that applies not just to the 'toy' end offerings but some current 'collectors' models from the higher end manufacturers.

Of the more successful Minichamps/Maxichamps long running 1/43 versions still rate very well in my book and have the distinction of having been produced now in almost all the paint colours the 914 was sold in. Whilst 1/64 isn't particularly my scene the current Matchbox version, along with quite a few other interesting offerings in the same range, has a certain charm. But then when you set it against the Kyosho offering in the same scale the divide between 'toy' and 'collectors' scale model kicks in. So much so that even if the three colour releases of Kyosho's 914 look very suspiciously like Minichamps clones the fact that they are similarly well proportioned and shod with the Lemmerz rims endear them to me.

I suspect that 1/64, along with 1/43, are going to be increasing themes during the coming year. Whilst 1/18 hangs in the balance to see if it has now plateaued as a preferred scale more and more manufacturers are covering scales hitherto perceived as not the market

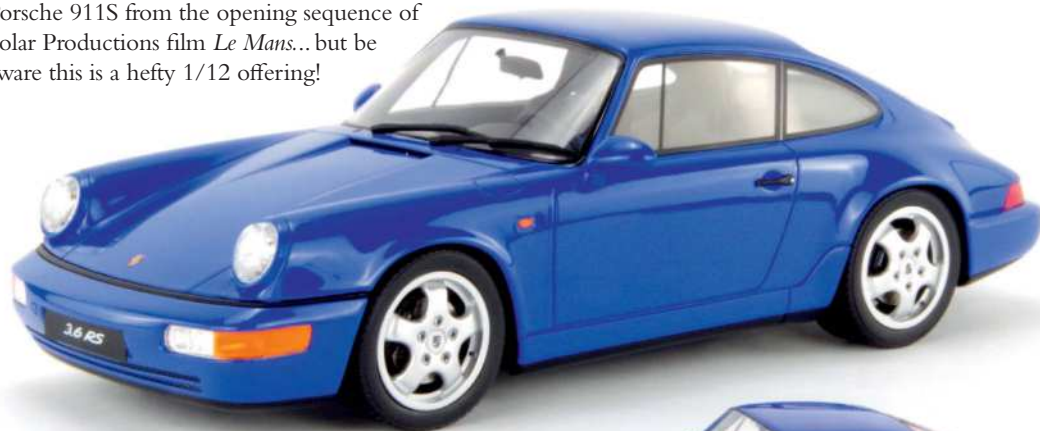


niche they participate in including 1/76 and HO. But whilst 1/18 still seems to be holding sway Norev have been prolific of late with month upon month of fresh releases. It would seem subject choices are partly influenced by promotional models for automobile manufacturers and colour variations enhanced by an increasingly energetic input into its selection of web exclusive models. These are available only by direct purchase from Norev and efficiently released at noon (CET) /11:00 (GMT) on selected Fridays – often in pretty limited numbers. Norev seem to be on a sure fire winner with this selling formula.

Included so far in that roll out of web exclusive issues have been two versions of its 1/18 VW Porsche 914 the base modelling of which looks pretty good from all angles. These join Norev's growing range of 914 variations, some of which celebrate those vibrant Karmann colours of the seventies. Disappointing though is the varying degrees of lack of attention to authenticity of detailing – but errors only plainly obvious to the 914 enthusiast maybe?

ANOTHER SHADE OF GREY?

No, nothing is going to cloud the approach of Spring this month. As a counterpoint to my concerns about authenticity of its 914 detailing and my voluble but well-reasoned criticism of masquerading Slate Grey Porsche 911S models in the past, it is with a certain amount of joy that I note Norev appear to have got it 100% right (or as right as reasonably possible) with a new offering scheduled for release almost concurrent with the publication of this issue. Yes an authentic portrayal of 'that' 1970 Slate Grey US specification Porsche 911S from the opening sequence of Solar Productions film *Le Mans*... but be aware this is a hefty 1/12 offering!



ABOVE
Superb synergy: perfect matching Porsche 964RS pair in 1/18 from GT Spirit and 1/43 from Solido.

SOLIDO UPDATE

As *Diecast Collector* has already previously reported 2024 looks set to see a lot of tempting new offerings from Solido and if those final 2023 new releases that hit the market at the end of the year are anything to go by, the quality of the models is just going further and further upwards. It is very easy to be distracted and overawed by dazzling motorsport liveries so I took time out with two of the recent street guise releases that are to an initial glance maybe not so eye grabbing. After only a few minutes of careful inspection and evaluation does it become very obvious that these 1/18 diecast are fast closing in on the type of detail and modelling quality we saw in sealed resin models not that long ago.

A point of view illuminated, and without pun intended (*Ed: or was it?*), the tail ends of both cars are very finely detailed with modelling that includes crisp, dense badging replication and very plausible rear light cluster, number plates etc. Modelling quality that then extends all around both cars and includes such things as wheel rim details appearing to be getting finer and finer. Paint finish on both is similarly excellent. The density of the finish on Opel Omega 500 – Metallic Black “Novaschwarz” – 1990 (S1809701) generates an intimidating air. The release models an example of the 500 made to comply with homologation regulations enabling entry to the DTM. Irmscher's modifications to the Omega 3000 included spoiler, tailored body kit, sporty interior, 18" wheels and a redesigned 3-cylinder engine developing 230hp.

In contrast the high gloss lustre and softness of the green metallic finish Nissan GT-R (R34) – 1999

LEFT Last Spring I wrote “...an opening (exists) for an enterprising manufacturer to deliver a version that not only properly replicates a 1970 model 911S, but one that includes all the idiosyncratic details of the original S-B279 car...” Well now we have it: check out these photos against the specification list in “Shades of grey” (May 2022 issue) to discover how close to perfect Norev have it with this new 1/12 release.



ABOVE Still with the Porsche theme Solido's new 1/43 diecast 964RS is not only eye catching...



ABOVE ...but very well proportioned and authentically detailed.



ABOVE As are its latest 1/18 releases including the formidable “Novaschwarz” Opel Omega 500...



ABOVE ...as modified for homologation by German tuner Irmscher...



ABOVE ...and its latest treat for fans of Japanese cars - the eye-catching Nissan GT-R (R34).

(S1804308) is really eye catching in a totally different sort of way. This the tenth generation of the Nissan Skyline is undoubtedly the most famous of all thanks to its movie (*2 Fast 2 Furious*) and video game star status.

What I am particularly watching for from Solido though is additions to its ever-expanding range of new 1/43 models. To my mind the display opportunities look to be unfolding at a quickening rate and judging by even the small glimpses shared on Facebook so far in 2024 suggest the Nuremberg Toy Fair is going to bring quite a few surprises – and delights. Of recent releases the two versions of the 1992 Porsche 911 (964) RS in Blue (S4312901) and Raspberry (S4312902) are real treats. The body proportions look very good indeed – as is the modelling quality that has consistently been a hallmark of this expanding range. It hasn't escaped my notice how over the past couple of years there has been synergy between subjects modelled by Solido with those from OttOmobile and those from GT Spirit. No doubt a benefit of shared scanning technology and base data research information within the corporate grouping of these companies. For a perfect illustration of what I mean check out the delightful synergy between Solido's blue 964 RS and the GT Spirit's 1/18 sealed resin model (GT887) of the same subject I covered in last November's issue.

AUTOCULT UPDATE

Last up and with page space running out too fast AutoCult ended 2023 in what has, since 2015, become a tradition with the publication of its *Book of the year - Edition 2023*. Profusely illustrated in full colour and lavishly produced in high quality materials these really are absolutely unmissable books. They cover all the models released during the year complete with illustrated backstories written in multilingual text, snapshot insights into the modelling prototypes, the models themselves and the original vehicles they



ABOVE Right from the smallest details like the crest of the Imperial livery and the woodgraining...



ABOVE ...to the overall charisma of the model it its fully open guise...



ABOVE ...AutoCult's amazing 1/43 replication of Kaiser Wilhelm II's Küchenwagen complete with detailing of the kitchen's interior is just one of those exceptional models that totally captivates the onlooker.

model. Until 2023 these books had been available separately or packaged with an exclusive model as 'Set of the year'. For 2023 a very welcome change was introduced pairing the model of the year (this time 1/43 Bata AutoKar Sodomka, 1937, #99123) with a digital *AutoCult-Edition 2023* on a USB-Stick and consequently substantially reducing the number of printed copies published.

I have saved something very special to last: the companion model to the 'Set of the year' and Edition 2023 from last December that is just to hand. This is without question another of AutoCult's all-time best models: 1/43 Mercedes-Benz 22/50PS Küchenwagen – 1913 (#01020) as used by Kaiser Wilhelm II, from about 1910 onwards. A mobile catering unit that was one half of a pair of vehicles forming a "Küchenzug" (kitchen train) – the other being the escort car transporting up to ten people – used by the Kaiser to review military manoeuvres. Surely a "must have" for military vehicle enthusiasts as well as vintage automobile collectors. The detail is simply astounding right down to the complete fitting out of the 'kitchen'... so come on AutoCult the companion escort car complete with removable picnic bench seats is a 'must' for 2024... ■



AutoCult's lavish print version "Edition 2023" and its cover star the Buick "Goodyear Airwheel" Promotion Bus from July last year together with the Bata AutoKar Sodomka / USB-Stick "AutoCult-Edition 2023" set.



Flying high

Rick Wilson focuses on his favourite brand for aircraft models – Aviation 72.

When it comes to collecting aircraft models – a passion that extends way back to my formative years, when I would cycle miles and miles to visit airports and airfields to catch glimpses of the marvels of the sky in action – one brand in particular has captured my attention over recent years. When I first started writing for and editing *Diecast Collector*, in July 2013, it was very much a new kid on the block in terms of manufacturing too, and its first model really resonated with me, so the attraction was instant.

Launched in 2012, Aviation 72 was the brainchild of Ron Calcott, owner of Cleveland's Diecast. He had been involved in the production of the Sky Guardians Europe range, during the late 2000s, and wanted to introduce castings that had not been done in diecast before.

That first model was the de Havilland Tiger Moth. My father had flown many of these during his early RAF days, as had his older brother, so there was plenty of family interest here. It's an aircraft that is so very widely known, making it an excellent choice by Aviation 72 for its first release. The scale of 1/72 is also a popular one with me because any diecasts sit

MORE INFO:

Visit www.aviation72.co.uk to see the range and to order direct or, for wholesale enquiries, contact Cleveland's Diecast (www.clevelandsdiecast.co.uk).

ABOVE A trio of Aviation 72 releases, demonstrating the variety of models produced – de Havilland DH.82A Tiger Moth prop-driven trainer, Westland Gazelle helicopter and Panavia Tornado fast jet fighter.

perfectly alongside my collection of old Airfix kit builds and its range of accessory kits, such as figurines and support vehicles.

In addition to the main Aviation 72 line, there are two sub-brands – Aviation 72 Premium (four models that were previously Witty Wings tooling, taken over and continued) and Aviation Inceptor, which is a lower-cost range that features both 1/72 and 1/144 scales. Of the latter, only the Swordfish is featured here.

At the beginning of 2013, samples were on display on the Cleveland's Diecast stand at the Nuremberg Toy Fair that would give a glimpse of further new tooling, in the shape of the Scottish Aviation Bulldog and the Westland Gazelle. As the range has become even more varied over the years, I'll carry on with the releases grouped by similar types – trainers, aircraft by Fairey and Hawker, fast jets and helicopters.

TRAINERS

• de Havilland DH.82A Tiger Moth

Designed by Geoffrey de Havilland and built by his de Havilland Aircraft Company, the DH.82 Tiger Moth is a single-engined biplane and it first flew



BELOW
No AV7221008 – de Havilland DH.82A Tiger Moth.



BELOW No AV7226023 –
de Havilland Canada DHC-
1 Chipmunk.



ABOVE No AV7228002 –
Folland Gnat F.1.



ABOVE
No AV7222005 – Folland Gnat T.1.

in October 1931. It was operated by the Royal Air Force (RAF) and other operators as a primary trainer aircraft. It has been a prolifically-popular casting and shown here is No AV7221008, one of nine produced so far (No AV7221007 can be seen in the header photo).

• de Havilland DHC-1 Chipmunk

Designed and developed immediately after World War II, by de Havilland Canada, as a trainer replacement for the Tiger Moth biplane, the DHC-1 Chipmunk first took to the skies in May 1946. Into service within months, the Chipmunk was procured in large numbers by the Royal Canadian Air Force (RCAF) and Royal Air Force (RAF). Still the only detailed diecast model of the Chipmunk, Aviation 72 has so far released 23 different versions and shown is No AV7226023.

• Folland Gnat T.1

The Gnat has its origins in the preceding Folland Midge design. Envisioned as an affordable light fighter in contrast to the rising cost and size of typical combat aircraft, it would subsequently be redesigned as a 2-seat trainer too, and this is the version modelled – the photo shows No AV7222005, one of several releases so far.

• Folland Gnat F.1

The fighter version of the Folland Gnat was actually the original design of the aircraft, as described above, but I've swapped them around in the listing here because this variant came second to the trainer described above in terms of Aviation 72's production order. Six versions have been released so far and No AV7228002 is photographed here.

• Scottish Aviation Bulldog

Developed from the Beagle Pup, the Bulldog is a two-seat side-by-side training aircraft. The prototype first flew in May 1969. Before any production aircraft were built, Beagle Aircraft ceased trading and the production rights for the aircraft were taken over by Scottish Aviation. The largest customer was the Royal Air Force, which placed an order for 130 in 1972, entering service as the Bulldog T.1 in 1975. The example shown overleaf is No AV7225005.



• Short Tucano

A two-seat turboprop basic trainer, built by Short Brothers in Belfast, it is a licence-built version of the Brazilian Embraer EMB 312 Tucano. The Brazilian prototype first flew in 1986 and was then modified to meet RAF requirements, being used for trials and demonstrations. Deliveries to the RAF commenced in June 1988 and the final example was completed in 1995. The photo shows No AV7227005 and is one of six versions released so far.

FAIREYS AND HAWKERS

• Fairey Swordfish

A biplane torpedo bomber, designed by the Fairey Aviation Company and principally operated by the Fleet Air Arm of the Royal Navy. It first flew in 1934 and was retired from frontline duties towards the end of World War II. Released as part of the lower-priced 'Inceptor' series, the Swordfish makes for an excellent value model. The version shown here is No AV72FB006.

• Fairey Gannet

Developed for the Royal Navy, it was the first fixed-wing aircraft to combine both the search and strike portions of anti-submarine warfare (ASW) operations by the Fleet Air Arm (FAA). It was fitted with a double turboprop engine driving two contra-rotating propellers and first flew in September 1949. Released under the Aviation 72 Premium brand, the model

features extra detailing, and the version illustrated wears German Navy markings (AV7252002).

• Hawker Sea Fury

The last propeller-driven fighter to serve with the Royal Navy, the Sea Fury was developed from the Hawker Fury during World War II. It first flew in 1945 and entered service two years later. Celebrating the return to flight of the Royal Naval Historic Flight's T.20SVX281, Aviation 72 produced a limited run models of the aircraft. To date, this is the only version produced by Aviation 72 of the Sea Fury (AV7229001).

ABOVE LEFT No AV7225005 – Scottish Aviation Bulldog.

ABOVE RIGHT No AV7227005 – Short Tucano T1.



LEFT No AV7252002 – Fairey Gannet.



ABOVE No AV72FB006 – Fairey Swordfish.



ABOVE No AV7229001 – Hawker Sea Fury.



ABOVE LEFT No AV7253003 – de Havilland DH.110 Sea Vixen.

ABOVE RIGHT No AV7223002 – Hawker Sea Hawk.



ABOVE No AV7251001 – Panavia Tornado. Compare this with the header shot at the beginning of the article – here we have the wings, rear planes and air brakes in alternative positions.

• Hawker Sea Hawk

Built by both Hawker and Armstrong Whitworth, the Sea Hawk was a daytime fighter, and it was Hawker's first jet design. It first flew in 1947 and was introduced to service in March 1953. The last operational Sea Hawks, operated by the Indian Navy, were retired in 1983. Pictured here is No AV7223002 and is one of nine versions released so far.

FAST JETS

• de Havilland Sea Vixen

Designed in the late 1940s, and taking flight for the first time in 1951, the twin-engined, twin-boom DH.110 Sea Vixen, with its asymmetrical cockpit layout, was very advanced for its time. It has the distinction of being the first British two-seat combat aircraft to achieve supersonic speeds. Another of the ex-Witty Wings and now Aviation 72 Premium castings, on show we have No AV7253003, which depicts 'Foxy Lady' – a much-loved and missed aircraft from the heritage flying scene.

• Gloster Javelin

The Javelin is a twin-engined, all-weather interceptor aircraft that served with the RAF from the mid-1950s

until the late 1960s. A T-tailed, delta-wing aircraft designed for day and night operations, it was the last aircraft design to bear the Gloster name. Introduced in 1956, it was eventually succeeded by the English Electric Lightning. The Javelin model on show here is release No AV7254003 and is another of the Premium range.

• Panavia Tornado

Only very recently retired from service, the Panavia Tornado was jointly developed and manufactured by Italy, the UK and Germany, and was operated by their respective air forces. The Royal Saudi Air Force (RSAF) became the only export customer. The hugely popular and effective Tornado is modelled in F3 specification (the last of the Premium releases) and No AV7251001 is photographed here. The model features undercarriage options, opening cockpit, moveable wings and deployable air brakes, as well as a raft of armature and a sturdy, poseable stand.

• Saab Draken

Now we come onto a trio of stunning Swedish fighter jets. Development of the Saab 35 Draken (Dragon) started in 1948 and it first flew in 1955. It was the first Western European-built combat aircraft with true supersonic capability to enter service. Designed with distinctive double delta wings, the Draken featured incredible manoeuvrability and saw service with the Swedish, Finnish, Danish and Austrian air forces. The most recent of six releases, No AV7241006 can be seen here.

LEFT No AV7254003 – Gloster Javelin.



ABOVE No AV7241006 – Saab Draken.





LEFT AND BELOW
No AV7243001 – Saab Gripen.



• Saab Viggen

The Viggen (Thunderbolt) was designed to be a multirole combat aircraft, effectively replacing the Draken's fighter capability. It first flew in 1967 and was introduced into service in 1971. The type was only operated by the Swedish Air Force. Six have been released so far by Aviation 72 and the colourful, patriotic No AV7242003 can be seen in the photos.

• Saab Gripen

The last of our Swedish trio brings us bang up to date with the striking-looking Gripen (Griffin). Entering into service during 1996, developments and updates have kept the design fresh and relevant, so much so that it is still in service today and is likely to carry on until at least the end of the decade. Shown here is model No AV7243001.

HELICOPTERS

• Westland Gazelle

The Aérospatiale Gazelle is a French-designed, five-seat helicopter, commonly used for light transport, scouting and light attack duties. It was also manufactured by Westland through a joint production and development agreement. I reviewed the five most recent releases of the Westland Gazelle in the January 2024 issue, and AV7224013 is shown here to the fore of the group photo.

FUTURE RELEASES

When asked about any future releases, Ron has "lots of likes and hopes" but, given current market conditions, any new tooling is difficult to commit to right now. In particular, though, he would like to continue the trainer theme in the future.



With a wide range of aircraft still available, either from Aviation 72 direct, or through your preferred retailer, and with more yet to come, it's definitely time to extend your airfield apron and make room for a squadron of these marvellous models. From vintage prop-driven trainers through to modern fast jet fighters, there is plenty to choose from and all brought to you by the passionate team at Cleveland's Diecast. ■

ABOVE No AV7242003 – Saab Viggen.

BELOW The five most recent releases of the Westland Gazelle, with AV7224013 to the fore.



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

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

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

Pilot Flt Lt Charlie Brown flying Fury I K5674 on August 7, 2012, during its ferry flight out of Goodwood, West Sussex, to a temporary location in Kent where it would continue its early air testing.



Flight of the Fury

Jarrold Cotter looks at the Hobby Master 1/48 scale model of the world's only airworthy Hawker Fury, the Historic Aircraft Collection's Mk.I K5674.

For many years one of the longest running laments in the aircraft preservation world was the absence of a single example of that most glamorous of inter-war service aircraft, the Hawker Fury. Sidney Camm's exquisite biplane fighter, the first aircraft to enter RAF service that was capable of 200mph in level flight, had been extinct since Fury I, K5672.

This was scrapped at the South African War Museum at Saxonwold, near Pretoria, in 1947. Over several decades examples of the Hawker Hind, Nimrod and Demon have been rediscovered and brought back to life, but it seemed that the Fury was destined to live on history only until the Historic Aircraft Collection (HAC) carried out the meticulous rebuild of K5674.

Being a unique example of its type, K5674 was a natural candidate to become a popular model. Corgi modelled it in 1/72 scale, but it is the Hobby Master 1/48 scale model that we look at in this article.

A RARE FIND

Before it was cut-up at Saxonwold, K5672 had been



ABOVE The 1/48 scale Hobby Master model of the attractive Fury I K5674. Hobby Master.



1



2



3



4

the last survivor from 22 ex-RAF Furies that were supplied to the South African Air Force (SAAF) during 1940. On March 31, 1941, one of its former RAF stablemates, now serving with the SAAF, K5674, was being flown from Swartkop, Pretoria, when the pilot managed to run it out of fuel and made a forced-landing near Pitsani, 195 miles west of the South African capital. The aircraft suffered Category 2 damage and was stored before being allocated for scrapping.

More than 50 years later, during 1994, Sussex-based aircraft restorer Guy Black received information from the RAF Museum London that someone near Pretoria claimed to have a Hawker Fury. It was therefore suggested that if HAC restored it, the RAF Museum should have the first option if the aircraft was offered for sale.

Guy was soon on his way to Pretoria to see whether the story stacked up. A first trip proved unsuccessful, but on a second one things proved more fruitful. After a bit more intelligence work, the team went to a derelict farm near Pretoria. They noticed an engine mount and a fuel tank that just had to be from a Fury and surely enough behind that was a fuselage, still complete with the instrument panel, part of the tail, and the upper wings lying next to it. There were a lot of other items scattered around, but unfortunately, there was no trace of the undercarriage. Looking for any clues to the identity, they found, stencilled on the tail mount diaphragm, the number 74. The parts were then carefully containerised and shipped back to England.

Research soon revealed that the only Hawker

1 In this head-on view of the model the layout of the inter-wing bracing wires can be clearly seen.

2 No.43 Squadron Fury is had black and white checkerboard markings on their fuselage sides and on top of the upper wing, as shown in this view of the Hobby Master model of K5674.

3 A side-on view of the Hobby Master model of K5674, which captures the clean lines of the Hawker Fury nicely.

4 Without the pilot figure fitted this picture shows some of the detail in model's cockpit.



ABOVE The relatively spacious cockpit of the real Fury I K5674.

Fury I that fitted the number was K5674, which was originally delivered to 43 Squadron at RAF Tangmere on June 2, 1936, where it became the personal mount of Fg Off Frederick Rosier, later to become Air Chief Marshal Sir Frederick Rosier GCB, CBE, DSO. Rosier made his last flight in K5674 on February 22, 1939. After periods of storage at 5 Maintenance Unit (MU) and 47 MU, the Fury was recorded as going to South Africa on August 5, 1940.

HAWKER BIPLANE PEDIGREE

By the time the containerised Fury arrived back in Britain, Guy's company Aero Vintage (since then divided into two companies, the engineering one being Retrotec Ltd) had already been hard at work for a couple of years on another Hawker biplane fighter, Nimrod II K3661/G-BURZ. This former Royal Navy machine had been discovered on a rubbish dump in Ashford, Kent, in 1972. The rebuild of a second Nimrod, S1581/G-BWWK, recovered from Coley's scrapyard in Hounslow during the 1970s, had also begun in the Aero Vintage workshop during 1994.

Regarding drawings for the Fury, there are four main sizes running from A to D. A-size drawings are for the smaller individual components. The B and C-sizes are for the bigger parts and assembly drawings and the larger sizes for general arrangement drawings and very large parts (such as wings and fuselages). There would, for example, be a detailed part in the A drawings for the lever on the throttle quadrant, whereas the C-size drawings would show the whole throttle unit and its entire run in relation to the rest of the aircraft. They had most of the A and D drawings,



The Fury Mk I in flight with Flt Lt Charlie Brown at the controls.

but the crucially important B and C drawings, detailing important parts and assemblies that would be more difficult to recreate or repair, were missing.

Sadly, these drawings had been thrown out by Hawker-Siddeley at Kingston in about 1972. However, the team was to get a lucky break as just before they were put into a skip, a Detroit-based aeromodeller, Peter Westberg, came to the UK to research the Fury. The PR man at Hawker-Siddeley at the time, John Crampton, printed out copies of these important documents for Westberg to take home. The team traced Westberg's family, but during the intervening years he had died. His widow had sold them on, but couldn't remember to whom. They were eventually tracked down to Canada. They had suffered a fairly high rate of attrition, but a useful number of them were discovered. If it wasn't for the model-makers, the restorers would have been in some trouble. The 1940s, '50s and '60s were dire times for the preservation movement and the modern preservation movement has a lot to thank the model-makers for.

In addition to the drawings, detailed analysis of photos has been of paramount importance. A modern restorer can get the general principles from photos, which will then be added to the information in the drawings. One example of this was on the wing ribs, where all that remained was just bare metal frames, the wooden ribs having rotted away. Retrotec obtained the profile from the Westbury drawings, and gleaned the overall design from the photos, with the details coming from the remaining parts or from surviving drawings. The team also found a wealth of high quality photographs of Fury construction. Another lucky break was finding the original Fury Type Record, which contains almost all of the

structural design information.

All the steel structure on K5674 was corroded, so an extensive replacement programme had to be undertaken. None of the wood was reusable, so the team had to draw parts from the rotten remnants and reverse engineer. Eventually not far short of 1,000 original drawings were found, but the engineers had to generate a further 800 or so.

BIPLANE CONSTRUCTION

The structure of the Hawker biplane line from the Hart through the Fury, to the Hind, was predicated on the need to have a strong fuselage that could be repaired with ease in the rugged conditions found in far-flung parts of the British Empire, or in the case of the naval variants, onboard a ship. In these



ABOVE The tail of K5674, restored to show its authentic markings.

BELOW The tail of the model of K5674 which replicates the aircraft's 43 Squadron "arrowhead" fighter squadron markings.





ABOVE An overhead view of the Hawker Fury during an early transit flight.

ABOVE LEFT K5674 powers along the runway at Goodwood on August 7, 2012.



circumstances repair of a welded fuselage structure would not always be possible, so Hawker utilised steel tubes, which have the ends rolled into a square or rectangular section, joined together with stainless-steel fishplates. Steel ferrules hold the tube and fishplate together in shear, and hollow rivets, made from mild steel, hold the pieces in place. Other parts are bolted, and spacers have to be fitted into the end of the tube to prevent crushing – with no welded joints, there can be no movement between parts hence the need for so many components to stabilize and strengthen each joint. This complicated but lightweight joint contains up to 80 separate parts! The construction technique was to be carried over to the first RAF fighter capable of 300mph, the Hawker Hurricane, which proved much easier to patch up and return to combat than the monocoque structure of the more advanced Supermarine Spitfire during the Battle of Britain.

Only three front line RAF squadrons operated the Hawker Fury I, most fighter units hanging on to the obsolescent Bristol Bulldog. The reason for this is most likely that they were so expensive to construct and quite tricky to fly!

A RETURN TO FLIGHT

Following the wings, the remanufactured wheels and undercarriage was probably the biggest headache. The Nimrod drawings were of no use, the wheels on the naval fighter being larger than those on the Fury. The

team did eventually find several original magnesium Fury wheels, quietly deteriorating in a yard in South Africa. They were useful as patterns for casting the wheel centres and the pressing for the covers. They built a total of ten pairs and Dunlop manufactured the special tyres.

The Fury was without doubt the single most challenging rebuild the team had ever done. During the spring of 2011 the aircraft was completed, but CAA paperwork delays meant that for its first appearance, the September 2011 Goodwood Revival historic motor racing meeting, it had to be taken down to the Sussex airfield on a lorry. But it was worth the effort: K5674 was awarded first prize in the highly coveted Freddie March Spirit of Aviation Concours d'Elegance. The aircraft lodged at Goodwood over the winter, and by late July 2012, the team was just awaiting a break in the dreadful early summer weather to get a Hawker Fury airborne over Britain for the first time in 70 years. Finally, on the afternoon of July 30, Flt Lt Charlie Brown, who has several years experience flying the Historic Aircraft Collection Nimrod II, K3661, pushed the throttle forward and accelerated down the Goodwood turf.

Nowadays the fighter is based at the Imperial War Museum Duxford, Cambridgeshire, where visitors can see it in Hangar 3. It is regularly flown at air displays, where it always proves a popular and unique sight.

ABOVE Hobby Master's lovely 1/48 model of K5674 is certainly one for both the model collector and the aviation enthusiast. Hobby Master.



ABOVE On the undersides of its lower wings the model displays the aircraft's serial number.



ABOVE Pilot Flt Lt Charlie Brown after an air test in Fury I K5674 on August 7, 2012.

HOBBY MASTER'S RECREATION

In 1/48 scale the Hobby Master model is a real beauty. The wing and fuselage ribs are a feature of the model, as are the inter-wing bracing wires. The cockpit is well detailed and the model is accompanied with a pilot figure.

The model's paintwork is very well finished, with crisp, clear printing on the overall silver paint scheme. Especially worthy of note are the 43 Squadron "arrowhead" fighter squadron markings, showing the unit's cockerel badge emblem.

Modelled in this scale the Fury measures in at approximately 165mm in length, with a wingspan of approximately 190mm. The wheels and propeller rotate. This model is certainly one for collectors, representing that most glamorous of inter-war biplane fighters so well. ■



Road racers

Best known for its engagement in track racing, that took them as far as Formula 1, Mercedes-Benz also tried road racing. **Francisco Mota** looks at some of the efforts made by the German brand in rallying, through the years. Photos: João Carlos Oliveira

Talk about Mercedes-Benz racing activities and the first thing that comes to mind is Formula 1. Before F1, the three-pointed star was very much involved in the famous German touring car championship, the DTM, and in world endurance races, winning the 1989 Le Mans 24 hours. Road racing was not a priority, however, in the fifties there were some intersections. Events like the Italian Mille Miglia or the Mexican Carrera Panamericana had to be tackled by any team wanting to win endurance races. In the following decade, rallying started to grow in popularity and the brand could not ignore that. In the late 1970s, the manufacturer took the decision to build a true rallying team. For a few years, the company's top management had a development program that should take the brand to the top of the ladder in WRC. There were big plans to build special cars for rallying, however everything suddenly stopped in 1981. Management decided that,

after all, rallying was not the best type of motorsport to promote the brand.

THE CARRERA

After the war, the first Mercedes-Benz cars seen in road racing were the standard 170 and 220 sedans, driven by privateers in some international rallies and also entered by the factory in the 1952 Monte Carlo rally. Things would become much more serious when a racing program was announced for the new 300 SL (W194) racing car. The world endurance championship only started in 1953, so they choose three races, according to their higher profile at the time: Carrera Panamericana, Mille Miglia and Le Mans 24 hours. The first 300 SL was a true racing car without conventional doors. Only the side windows and half the roof opened to let the team in the car, however this aperture was enlarged to the sides of the body, as low as the tubular frame allowed. Made out of a spaceframe steel chassis with aluminium body, this



MAIN IMAGE

Late 1970s and early 1980s were the golden age of Mercedes-Benz rally activities. From left: 1980 450 SLC 5.0 (Altaya), 1977 280 E (Matrix) and 1980 280 CE (Neo).

300 SL had a 3.0 litre in-line six cylinder engine with 170 PS. Total weight was only 870 kg and top speed reached 245 KPH. Total length was 4.22m, only 30cm more than today's Ford Puma. To make the car as low as possible, the six-cylinder engine, picked up from the luxurious 300 S limousine, was tilted 45 degrees to the side.

Karl Kling won the Mille Miglia, beating the Italian teams in their own ground. Soon after, Lang and Riess won the Le Mans 24 hours. And the team did it again in the Panamericana. A total of 3,113km, divided in seven stages, was completed by Kling in his 300 SL at an average speed of 165 KPH. Minichamps released the three entered cars (number 3, number 6 and the Spider) under their sister brand Max Models and the winning car (number 4) released as a Minichamps dealer version. The shape of these diecasts compares perfectly with period pictures. Wheels are relatively narrow, positioned well inside the mud-guards and have central nuts. The front grille features a nice photoetched star and there's a leather strap to hold the bonnet closed. Maybe the wipers are a little too "heavy", however the windscreen has black surrounds, just like the rear window. There's a discreet exhaust pipe under the co-driver's door and the interior of car number 3 is red, while number 4 has a black cabin. The Spider also looks accurate and features a low screen. The open body shows a beautiful cabin with a

pair of bucket seats covered in chequered fabric and wooden rimmed steering wheel.

NEXT STEP

The W194 race car was the inspiration for the 300 SL road car, a true supercar in the mid 1950s. It featured a version of the same 6-cylinder engine, tilted 50 degrees to the right side, and delivering 215 PS, in standard form and 240 PS, when tuned to racing. It was still a road car, but one that was versatile enough for track and road. The car was fast enough and reliable in events like the Tour de France, Mille Miglia and the Liège-Rome-Liège. Famous driver Willy Mairesse, co-driven by Willy Genin, took one of this 300SL road cars to first place in the 1956 edition of this road marathon. Italian model maker Bang released a diecast of this one. Proportions are very well rendered and there are nice details like the three extra spotlights and semi-chromed wheel rims. The Gullwing doors are opening parts and do not affect the shape.

After the victorious 1952 season, Mercedes-Benz prepared the return to the highest level with a new generation of Formula 1 cars, the W196 with covered wheels. They made a sports car closely inspired in that single seater, the 300 SLR with a new inline eight-cylinder engine, good for 280 PS. The first time it raced was in the 1955 Mille Miglia, where Sterling Moss had his famous victory, helped by his co-driver

//
Rallying started to grow in popularity and Mercedes-Benz could not ignore that. In the late 1970s, the manufacturer took the decision to build a true rallying team.

//



ABOVE From left, the team of 300 SL seen in México in 1952, all were made by Minichamps, the second and third sold as Max Models.



ABOVE Rear view of the trio of 300 SL entered by Mercedes-Benz in the 1952 Carrera Panamericana. The open Spider version stands out as the more original shape.

Dennis Jenkinson. They raced the total 1,597km at an average speed of 157 KPH, establishing a new record. There are several diecasts reproducing this car, however, the chosen model for this story is an old Record resin kit. Shapes and proportions are very good, there are real wire wheels, nice exhaust pipes and a detailed cabin. The car ran without Plexiglas covers over the headlamps in some sections of the race, that's why the model doesn't have any.

ON THE ROAD AGAIN

After the tragic 1955 Le Mans accident, Mercedes-Benz retired from motorsport. It would take five years before any car came out of the racing department. Surprisingly, the first ones were rally cars based in the standard spec 220 SE sedan. The car had a inline 2.2 litre 6-cylinder engine with 134 PS and this seemed promising. A team of three cars entered the 1960 Monte Carlo and one finished first, driven by Schock

and Moll. Spark released a superb resincast of this 4.87m long limousine, with three extra spotlights and wheels without hubcaps being the only features that distinguished it from a showroom version. The front grille is a masterpiece at this 1/43 scale and there's also a nice reproduction of all the cabin details. Rally rules were about to change; from regularity events, on open roads, to special stages, run on closed roads. Mercedes-Benz decided to change to the new 230 SL, the cabrio with its original Pagoda hardtop. With 4.28m long, it was a much more compact car and featured a 170 PS version of the 2.3 liter inline 6-cylinder engine. Eugen Böhringer and Klaus Kaiser took a red painted example to first place in the 1963 road marathon Spa-Sofia-Liège and Minichamps released a very good diecast. It features all the details in the standard car. Namely, three spotlights in front of the grille, two of those with protective covers, and wheels without hubcaps. There's the mandatory rally plates and door numbers and a complete cabin reproduction with body coloured dash.

MARATHON RALLYING

In 1976 the Mercedes-Benz road car range was profoundly renewed with several new models. Between those one could find the new W123 series, a medium sized sedan predecessor to today's E-Class. The top version was the 280 E, with a 2.7 litre inline 6-cylinder engine with 177 PS in standard form and 218 PS in rally tuning. Road racing seemed appropriate to show the durability of Mercedes-Benz products. For the 1977 season there was only one



ABOVE Good front grille representation and the leather strap to keep the bonnet closed.



ABOVE Spider version allows a complete view of the 300 SL simple cockpit, modelled by Minichamps.



ABOVE Race number 722 in this Resin kit by Record, was the departure hour for the 300 SLR in the 1955 Mille Miglia: 7h22m.



ABOVE Diecast 1956 300 SL by Italian model maker Bang has opening gullwing doors.



ABOVE On the left, the famous 300 SLR that won the 1955 Mille Miglia in the hands of Sterling Moss is an old French Record resin kit. The 1956 300 SL won the Liège-Sofia-Liège in 1956, diecast by Bang.

LEFT Opening gullwing doors do not spoil the shape of this diecast produced by Italian model maker Bang, several years ago. Extra spotlights gives it an unusual look.



ABOVE Red Mercedes-Benz 230 SL won the Spa-Sofia-Liège in 1963 and was reproduced by Minichamps.



ABOVE Lots of chrome in this 220 SE that came first in Monte Carlo 1060, model by Spark.



ABOVE Exquisite front grille with star on top and extra spotlights make this Spark model look great.



ABOVE Nice details in this 280 E by Matrix, reproducing the 1977 London-Sydney winner.

RIGHT Neo did a great job in modelling this 280 CE Mercedes-Benz entered in the 1980 Acropolis rally.

BELOW The 280 E sedan and the 280 CE coupe were both used in international rallies with different degrees of success. The first was recently released by Matix, while the second is an older model by Neo.



ABOVE Rallying Mercedes-Benz in the early sixties, on the left the 220 SE sedan that won the 1960 Monte Carlo (Spark) and the red 230 SL that won the 1963 Spa-Sofia-Liège (Minichamps).

rally in the program, the marathon London-Sydney, disputed with a team of four cars. Careful planning and robustness were the ingredients for another win, this time in a 35 000 km adventure that lasted 45 days and saw the team Cowan/Malkin finishing first ahead of another 280E. The other two team's cars finished 6th and 8th places. Matrix released recently the two cars that finished first and second, we retained the winner, painted white and black. Basic shape is unaltered from the standard car's, however there are plenty of specific rally details to enjoy in this excellent scale model. Regular bumpers give way to perforated off road traction plates, plus mud flaps. There are two big Cibie spotlights and main headlamps are protected with a fine mesh. Wheels and tyres are wider than the standard car's and there's also a radio aerial on the rear. Looking inside the cabin, there's a complete roll-bar, extra instruments and racing seats and seat belts. All the chrome parts

from the standard car are reproduced with photoetched pieces making this scale model look awesome.

THE RALLY TEAM

For the following season, Mercedes-Benz raised its game with a new rally car, the coupe 450 SLC, first seen at the 1978 South America Tour, where the team conquered the first three places. However, those were near standard Group 1 cars, for 1979 a Group 4 version was entered in some WRC events. The rally team was the biggest in the championship, especially for the African events, with about 30 support cars and vans and 3 helicopters. The 450 SLC had a V8 engine, initially with 4.5 liters and then bored out to 5.0 liters, delivering between 230 and 290 PS. Minimum weight was never lower than 1520 kg and the car had a 3-speed automatic gearbox, something never seen in modern rallying.

One of the cars finished second in the Safari, driven by rally star Hannu Mikkola; later in the year, he would win the Bandama rally in Ivory Coast, leading a 1-2-3-4 final result for the team. In only two outings, the team had done very well and that encouraged the management to increase the effort for 1980. They only used the bigger engine from this stage on, making the car change name to 450 SLC 5.0. The team grew in size and human resources, with five top drivers hired, to make sure they had the best driver for each kind of rally. The plan was to enter several WRC events, letting out only asphalt rallies, where the SLC was not competitive. The car evolved to this second season but was still very close to the standard version. Wheel arch extensions were the most obvious modification,



>>> MERCEDES-BENZ RALLY CARS



BELOW The 450 SLC and 450 SLC 5.0 were the strongest cars Mercedes-Benz ever entered in the WRC, from left: the Safari car and the Bandama one (Minichamps) that won that event. The third is the 1980 model (Altaya) that also won the Bandama rally.

used in some events, and maximum power reached 315 PS. There was now the option of using a 4-speed automatic gearbox. Total weight remained the same, meaning too heavy compared to the best rivals. Mercedes-Benz won the Bandama rally again and grabbed second place in Argentina. In the beginning of the following season, after preliminary tests for the Monte Carlo, top management suddenly decided to withdraw from WRC.

We have three diecasts to illustrate this era, two are Minichamps releases, reproducing the 1979 cars with small wheels marked Dunlop. The shape is virtually the same as the standard coupe, however, there are many specific parts for African rallies, like a “bull bar” up front, four extra spotlights with a searchlight near the right side front pillar for the Safari car, number 14. There are different mud flaps in each model, different roof aerial placement and length and leather grabs on the trunk lid of both, just like feet stands on the rear bumper. The third model is an Altaya, made by Ixo, reproducing the Bandama 1980 winner, with wider wings and bigger wheels. The shape does not seem to be as precise as the Minichamps model and the details lack a little finesse.

While running the 450 SLC, Mercedes-Benz thought, it would be a good idea to have a stronger car for some events and prepared a 280 CE with 237 PS. It did not really work and made logistics a nightmare, as there was the need to carry different parts for this car. Neo released a great looking resincast from the 1980 Acropolis car driven by Carlsson to a DNF. The model features four spotlights, a sturdy oil sump guard,



ABOVE Great looking details in Minichamps 450 SLC replica.



ABOVE White painted front grille unusual in any Mercedes-Benz race or rally car, model by Ixo.



ABOVE The 190 E 2.3 16 model was seen in rally in France in the late 1980s, with some success.

headlamp protection mesh and a long aerial on the roof. Cabin has a complete roll-bar and racing seats. Neo fitted all the chrome the real car had.

Finally, in 1984, Mercedes-Benz launched the 190E 2.3 16, featuring a 4-cylinder engine developed by Cosworth and delivering 240 PS. It was mainly used for track racing, winning the DTM, only a few privateer teams entered the new model in some rallies. Didier Auriol that raced one in France, finishing second in the 1986 Tour de France Auto. Ixo released a diecast of this one, with good proportions and some details worth mentioning like the roof aerial, special wheels and cabin with roll-bar and racing seats.

Since the late 1980s, Mercedes-Benz competition department strategy turned to racing and never came back to rallying again. Of course, the collector can still add some more road racing to this collection, namely the Paris-Dakar entries with the G-Wagen, but that's another story. ■



BELOW French driver Didier Auriol drove this 190E 2.3 16 in his national rally championship. He finished second in the 1986 Tour de France Auto and Ixo reproduced his car as a diecast.

CODE NINE UK LTD

FOR AN EXTENSIVE RANGE OF WHOLESALE DIECAST MODELS



www.codenineuk.com

01773 605844

codeninesales@gmail.com

DSC Showcases

The finest Glass Showcases and Wall Display Cabinets for Collectors & Modellers

A TOUCH OF GLASS!

BIG OR SMALL, WE MAKE THEM ALL!

WALL CASES & SHOW CASES



'Merrill Ville'
Enborne Row
Wash Water
Newbury
RG20 0LX

01635 34656

admin@dscshowcases.co.uk www.dscshowcases.co.uk



PART TWO

Let there be light

Always looking for ways to attract new customers, the big modelling names started to add 'extras' to models. **Andrew Ralston** finds out more...

Next to the UK, France was probably the country with the most varied diecast ranges in the 1960s, the era when the development of this kind of toy reached its most imaginative level. Meccano Ltd made a separate range of Dinky Toys at a factory in Bobigny on the outskirts of Paris, but Solido and CIJ were also major players, in addition to smaller ranges from the likes of Quiralu, JRD or France Jouets. This month, we'll look at how far British manufacturers' interest in making diecast cars with working lights was replicated across the Channel.

CIJ (COMPAGNIE INDUSTRIELLE DU JOUET)

The French company which took the lead in this respect was CIJ (Compagnie Industrielle du Jouet) which is quite surprising as CIJ was one of the most traditional of toymakers. Their origins lay in the 1920s when the founders, Albert Migault and Marcel Gourdet, enjoyed great success with a contract to make promotional models for Citroen. Under the name of CIJ a similar deal was later negotiated with Renault. Though CIJ launched a new diecast range in 1950, the company never completely abandoned tinplate, continuing to make large tinplate cars and trucks but also incorporating tinplate parts in their diecasts right up until the 1960s. Monsieur Gourdet, after all, had originally been a tinsmith to trade.

In 1962, the same year as Dinky's Superior Criterion ambulance went on sale in the UK, CIJ

brought out an equivalent vehicle with a French flair based on the Citroen ID 19 break (i.e. estate car) in two-tone 'Croix Rouge Française' livery with a red cross on the bonnet. A Citroen ID, by the way, was similar to the DS but mechanically more conventional with a simplified system of hydraulics. As for the mechanics of the CIJ model, these were similar to the system used by Dinky with a cam on the rear axle creating an intermittent contact to allow the light to flash. The model came nicely packed in a box with a hinged lid containing a cardboard sign reading 'Poste Secours' and a first aid tent – a bit like the temporary structures set up for vaccinations during the Covid epidemic! The bulb sticks out prominently on the roof of the ambulance and although the rear windows have 'curtains' moulded in, the bulb and wires are still visible through the windscreen. Though usually found in blue

ABOVE CIJ French Red Cross Citroen ID 19 ambulance in the rarer brown shade. This model is more commonly found in blue. Photo: Vectis Auctions



LEFT CIJ added a higher roof to the Renault Estafette van and tuned it into a police van with flashing light. Photo: Vectis Auctions

with a white roof, a rare variation in brown with white roof exists and this is thought to have been produced as a promotional item for the French Red Cross.

The same year, CIJ introduced a variation on the Renault Estafette van finished in dark blue and white Police livery. The Estafette was already quite a complex casting – one of CIJ's best – with multiple opening doors. To give a bit more room for the lighting equipment, a raised roof ('toit surélevé') was fitted but even then the bulb was very prominent. In 1964, modifications were made which meant that only the top of the bulb stuck out. The box, like that of the Citroen, was of the hinged lid rather than the usual carton type and also contained the battery, which was unusual as on most lighting-up models you had to buy the battery separately – partly as a way of keeping the price down but also to avoid leaking batteries if an item remained in stock for a longer period. This CIJ model is based on a real prototype and an illustration of an Estafette police van with a raised roof can be found in an interesting book from the 1990s called "Voitures de Police: Préfecture de Paris" by Dominic Pagneux.

A Peugeot 403 estate car had been in the CIJ range since 1958 but it was not until 1964 that it acquired a flashing light. The Peugeot comes in two finishes: black with 'Police' transfers and grey with the letters 'CRS' at the front and 'Secours Routier Français' on the sides. 'CRS' stands for 'Les Compagnies Républicaines de Sécurité' which is a specialist corps of the Police Nationale. A key function of the CRS is the maintenance of public order but it is also involved in other areas such as road safety and the assistance of stranded motorists ('Secours Routier').

Two other electrically-lit commercial vehicles belong to the last phase of CIJ production in 1964-5, when the ailing company cobbled together various 'new' items developed from existing products. One was a military projector on the basis of the frequently used Renault 2.5 lorry casting, supplied with a generator trailer which held the battery. Finally, what must be one of the strangest diecast models ever devised: an articulated truck with Savim cab



ABOVE The CIJ Peugeot 403 estate car was also turned into a Police vehicle. Photo: Vectis Auctions



ABOVE The Peugeot in the alternative livery of light grey with 'Secours Routier' markings. Photo: Vectis Auctions

BELOW This military searchlight unit adapts the Renault cab used on CIJ's 'Evian' drinks lorry and cattle transporter. The idea seems to be to send out a message in Morse code. Photo: Vectis Auctions

towing a plastic box which was supposed to be an electricity transformer, which had six lights on the top and plenty of space within for the battery. Such giant transformers do exist, but more realistic models of these were produced by French Dinky with the Berliet 'porte-transformateur', the British Dinky Mighty Antar or the France Jouets 'Pacific' tractor unit towing a low-loader trailer carrying two transformers.

Introduced in 1965, the CIJ was one of the last 'new' items to be introduced. Thereafter, CIJ took over some defunct JRD tooling and stocks, and produced a very





LEFT This strange looking beast was one of the last additions to the CIJ catalogue: it represents an electricity transformer. Photo: Vectis Auctions

BELOW LEFT French Dinky Ford Thunderbird with working rear lights came out in 1969, the same year as the Liverpool factory was fitting similar features to a trio of German cars. Photo: Vectis Auctions



ABOVE French Dinky Citroen police van, complete with instruction leaflet, dating from 1965. Photo: Vectis Auctions



small number of hybrid CIJ/JRD items.

FRENCH DINKY

Compared to CIJ and the British Dinky factory, French Dinky made relatively few models with battery-powered lights. One factor may have been that it was common practice for selected Liverpool-made items to be distributed as part of the French range. Two of these, the airport fire engine of 1963 (catalogued 276L in France) and the Vega Major coach of 1965 (952L), were available in France, and the Bobigny factory may have been reluctant to develop such relatively complicated models itself. Thus, while French Dinky did bring out a Citroen ID 19 ambulance in 1962 (No.556), it did not have a flashing light.

On the other hand, 1965 saw a significant addition in the form of No.566, a Citroen 1200kg police van which not only had a flashing light but made a 'siren' sound. An Atlas replica of this van is easily obtainable but many examples offered for sale seem to suffer from cracks in the paintwork. As we saw in part one of this study (in the February 2024 issue), 1969 was a prolific year for Binns Road Dinkies with lights, as a trio of German cars – BMW, Mercedes and NSU – all had variations on this feature. Bobigny's equivalent was a Ford Thunderbird coupe (ref. 1419) with working rear lights set into a chrome bumper. This was finished in metallic lime green and occasionally came with an imitation black vinyl roof. Once again, an Atlas replica is available.

For the sake of completeness another 1969 item, a set of working traffic lights on a plastic pavement base (594), should be mentioned as it too is battery-operated, though even the French Dinky expert Jean-

Michel Roulet dismissed this as 'not a very interesting model'. In any case, others like CIJ and Minialuxe had offered something similar years before.

While the British Meccano factory continued in production until 1979, the end was near for the Bobigny operation by 1970 yet it was in that year that French Dinky came up with one of their finest designs: No.1435, the Citroen Presidentielle limousine originally built for President de Gaulle. De Gaulle had always been a fan of the DS, especially after an assassination attempt in 1962 when the car's famed stability enabled it to keep running even when one tyre had been punctured. Coachbuilder Henri Chapron, who had much experience of adapting the DS into convertibles and coupes, was commissioned to build a new presidential limousine and this was eventually finished in 1968. With a length of nearly seven metres, it had little in common with a standard DS, and incorporated mechanical modifications to the gearbox and cooling system to allow it to run very slowly for long periods during presidential parades. De Gaulle only used it three times as he didn't like the car, particularly the glass partition which stopping him chatting with his driver. Today the car is preserved in Citroen's Heritage collection.

The Citroen could be said to be French Dinky's equivalent of Spot-On's Royal Rolls Royce and every effort was made to incorporate special features. The rear doors open to show the flock-covered seats inside, while externally there's an opening boot, bonnet insignia, a flag and the correct number plate '1 PR 75'. The interior light is turned on via a switch underneath. Usually packed in a box with a red plinth

Compared to CIJ and the British Dinky factory, French Dinky made relatively few models with battery-powered lights.





and perspex inner protector, the Citroën was also produced in a small run in special blue gift boxes and distributed to some lucky children who attended a Christmas party at the Elysée Palace. Research carried out by the French toy expert Vincent Espinasse, who runs the well-known Paris model shop l'Auto Jaune, has revealed that Meccano France placed great emphasis on the loyalty of its dealers and sometimes distributed small batches of models in limited quantities. Vincent notes that some of the presidential Citroëns in the blue gift box were released for this purpose, as was a version of the Ford Thunderbird coupe, finished in the same dark grey/silver roof finish as the Citroën.

You'll not be surprised to hear that the Presidentielle Citroën is yet another model that's been reborn as an Atlas Dinky as well as being marketed under the name of Dan Toys in a limited edition of 2000 pieces. This is still available by mail order for a price of 60 euros.

SOLIDO

The idea of a lighting interior may have been suggested to Dinky by two models made by Solido



TOP Underside of the Dan Toy version, showing the on/off switch for the light.

ABOVE Neat battery compartment on the underside of the Mustang. Photo: www.aujouetparisien.com

RIGHT The Oldsmobile Toronado by Solido incorporated the same feature.



ABOVE The original French Dinky is scarce and expensive, but the model has been recreated by Norev and distributed both as an Atlas Dinky and a Dan Toy. Shown here with the interior lit up, the Dan Toy is still available at a price of 60 Euros from www.dan-toys.net

LEFT French Dinky's pièce de résistance: the Presidentielle Citroën originally designed for President Charles de Gaulle.



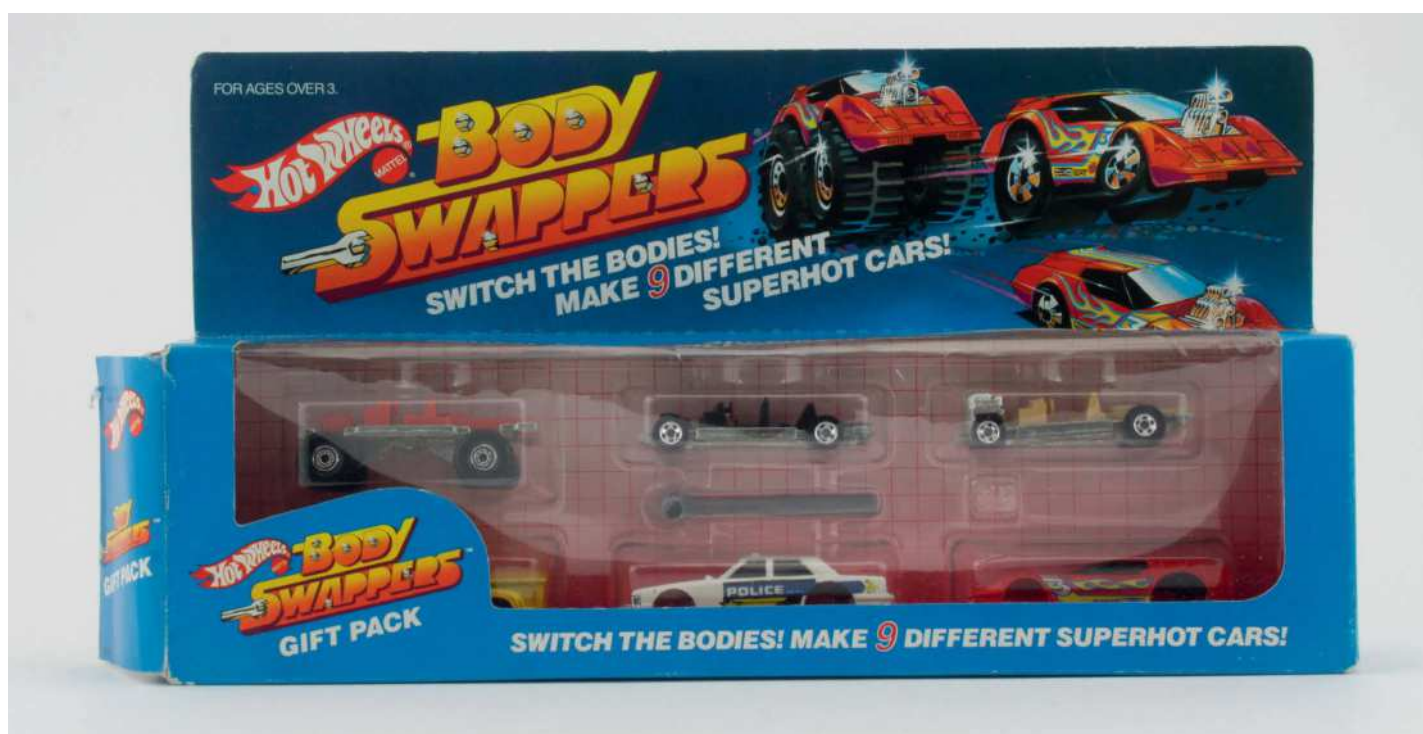
ABOVE Solido's Ford Thunderbird claimed to be the first to offer a car which lit up inside when the door was opened. Photo: www.aujouetparisien.com



in 1966 and 1967 respectively. These were both American cars: a Ford Mustang issued in red, white or light blue and as a rally car, and an Oldsmobile Toronado in various metallic shades including, red, orangey-red, light blue, gold and yellow-gold. On both models, the interior lights up when the doors are opened, power coming from a flat watch-type battery which fits neatly into a slot on the base. The boxes of both cars are similar, specifying the battery types available in France, Germany, Denmark and the USA (these presumably being the main markets where the model was sold) and stressing that Solido held a patent for being the first to devise a system of interior lighting operated by opening the doors.

CONCLUSION

In a larger scale, many other toy cars exist with working lights, including numerous plastic ones from Hong Kong, but bigger dimensions make it relatively easy to fit such features which is why these two articles have looked only at how manufacturers faced the challenge of doing this in the more confined dimensions of approximately 1/43 scale. Technology has moved on, of course, and nowadays you can get cars of Matchbox size, smaller HO scale and even tiny N gauge vehicles with lights. But let's not forget what a novelty it must have been for a child of the 1960s to be able to play with a toy car that lit up in the dark – as many older readers will be able to testify! ■



Hot Wheels Body Swappers

Mike Pigott continues his history of Hot Wheels with a look at this novelty gift set that contained three new models.

The Body Swappers Gift Pack was introduced by Hot Wheels in 1985. This set contained three diecast vehicle bodies and three complete chassis units which allowed kids to 'mix and match' different styles of bodywork and bases, making a total of nine different combinations. The three vehicle types were a police cruiser, a sports racer, and a 4WD pick-up truck. These could be matched to the three different chassis types, which included a raised 4x4 base, a hot rod style with large rear wheels, and a standard chassis with four regular wheels. Also included in the pack were two accessories; a plastic socket wrench and a chromed engine block.

The Body Swappers set came in a wide window box, typical of those used for gift sets. A clear vac-formed tray inside the box was divided into six compartments and contained all three car bodies on top, with the three chassis components below them. On first impressions, the set appeared a bit gimmicky, and may have not appealed to serious collectors, due to its looking like a construction toy aimed at very young children. However, this wasn't the case, and when the bodies were combined with the most appropriate chassis, the buyer

wound up with three brand new, original Hot Wheels vehicles. Like the regular Hot Wheels cars from 1985 they were well-made, with diecast bodies and bases, detailed interiors, and chrome-plated parts.

CONSTRUCTION

To connect a body to a chassis, a diecast tab underneath the front of the body had to slip into a rectangular slot in the chassis. A rotating plastic bolt was attached to the rear underside of each chassis; this needed to be passed through a hexagonal slot on the base-plate, then locked in place with the miniature plastic socket wrench. It would have been a nicer touch if the wrench was diecast, although this may have stripped the bolts if used roughly. The bolts had a horizontal slot though the centres so a screwdriver could be used in case the wrench was lost.

CHASSIS SECTIONS

The three chassis components were fully finished with wheels and an interior. The base was made of plated diecast metal, with the wheels and axles being held in place by the interior moulding. The interiors were unique to each chassis, and were moulded in different

ABOVE Body Swappers Gift Pack box.



colours. Two of the chassis had a rudimentary engine block moulded as part of the plastic interior. Each chassis set was given an individual name.

- **Low & Sassy:** This was a flat chassis with four evenly-sized wheels. It had a black interior component, which included a dashboard, steering wheel and two rows of seats. There was an engine block at the front with an air cleaner on top. This chassis was ideally matched with the police car.

- **Mag Rider:** The second chassis was fitted with larger rear wheels which gave it a 'jacked-up' appearance. The interior was in tan plastic, and included a dash, steering wheel, seating for two, and a spare wheel at rear. This chassis had no engine, and when matched with its intended racer body the accessory engine block needed to be fitted.

- **Heavy Treader:** This was an off-road chassis with big wheels and axle boxes, and was obviously intended to be matched to the pick-up truck. The base had hydraulic rams cast into the underside, although the chassis did not have working suspension and the axles were crimped in place. The wheels were large, knobby types that were normally used on Hot Wheels construction vehicles. The interior component was red plastic, and included the console, steering wheel, bench seats and an engine. Behind the seats were a moulded reel of rope and some tools, which was rather pointless as the pick-up had a covered load bed.

CAR BODIES

The car bodies represented three types of vehicles from different ends of the spectrum. Like the chassis, the bodies were fully finished. They were painted, with colourful tampo-printed designs, fitted glazing, plus chromed grilles and bumpers, where applicable. All the vehicles bodies were given individual names.

- **Squadbod:** Squadbod was a four-door police car

with a sloping bonnet and very slim rear lights. It was fitted with a chrome grille which included the quad headlights and bumper bar with an over-rider ram. The windows were in smoked grey translucent plastic, and incorporated the light bar on the roof and the rear tail-lights. The glazing is riveted to the body, and also holds the rotating bolt in place. Squadbod is painted white with black, blue and yellow 'POLICE' markings on the bonnet and doors.

- **Mean Dream Racer:** This is a custom sports car with wrap-around windows and a 'breadvan' style body. It is painted bright red, with white and yellow stripes, stylised flame decals, racing number '3' and sponsor labels. The windows are moulded in opaque black, meaning the interior can't be seen. Mean Dream Racer has a square hole in the front bonnet, to allow the engine on the chassis to poke through; however, if using the intended Mag Rider chassis, the spare chrome engine needs to be installed.

- **Off-Road 4x4:** Despite the rather unoriginal title, this is quite a good model, resembling a Ford F-series pick-up with 'flareside' style rear bodywork. The covered rear bed has a tarpaulin which is part of the body casting. The heavy chrome grille is made from plated plastic, and includes the headlights and a winch. Glazing is in smoked grey, and extends to the rear of the vehicle to hole the bolt in place. The model is painted yellow, with red, white and blue 'stars and stripes' designs along the sides, and 'OFF ROAD PICK UP' emblazoned across the bonnet.

MIX & MATCH

Although each vehicle has a definitive chassis to go with it, the purpose of the set is to mix and match the different components. As the box says; "Swap 'em for super racin', high-speed chasin' or terrain truckin'! You're the mechanic! Grab the super socket wrench and get ready!"

It was possible to fit the racer and the police car with the off-road chassis and created bizarre 'monster truck' vehicles. Or to fit very small wheels to the pick-up, and perhaps jack up the rear wheels of the police car. It is quick and easy to do with the enclosed wrench.

PACKAGING

The models, in component form, were packaged in a wide window box with a header card. The header showed an exaggerated illustration of Mean Dream Racer in all three modes, plus an original product logo. The back of the box gave instructions on how to use the set.

The three models were only sold as a set, and were not available in any other format. However, the Off-Road 4x4 was later modified and incorporated into the Hot Wheels 'Mainline' series under the name of 'Tail Gunner', a military pick-up with a rotating anti-aircraft gun mounted on the bed. The gun was later removed, and the model was sold as a standard pick-up truck called 'Commando'.

The Body Swappers Gift Pack probably fell under the radar of most Hot Wheels collectors, and as a result, the set is now very rare. Most sets were probably played with, and the components lost and damaged. However, it is of interest to collectors, as when the cars are assembled with the most appropriate chassis, it gives three complete Hot Wheels cars that are unique to this set. ■

TOP The three models fitted with mis-matched bases.

ABOVE The three different chassis bases.



ABOVE Off Road 4X4.



ABOVE Mean Dream Racer.



ABOVE Squadbod.



Ford Fiesta XR2 Mk2

In the first part of a new series **Steve Coles** compares models of the same car... but in differing scales!

One of the lasting memories of my childhood was the weekly Saturday morning shop. The highlight for me was spending time browsing the shelves of Woolworths, looking particularly for any new Matchbox releases. I remember the delight one week when I stumbled across, on the end of an aisle, a few elongated Matchbox Superkings boxes that also contained a 1-75 version of the same car in exactly the same colour (usually in a different colour to standard releases) and labelled as 'Superking Gift Set'. Around the same time, I also recall visiting, while on holiday, one of those small shops that still had a smattering of 'old stock' toys. Among the treasures were several different Corgi 'Little and Large' sets, a 1/36 car with a Juniors version in the same colour. Unlike the Matchbox sets in Woolworths, these Corgi ones were in standard release liveries. Although my pocket money didn't stretch to acquiring many of these sets, it did spark something in

me that has stayed with me as an adult.

Fast forward thirty plus years and I am in no doubt that there are many examples today of this 'little and large' idea, whereby the same colour/livery of a particular model is repeated in different scales, often from different manufacturers. The focus of this bi-monthly feature is primarily those examples I have noticed in my own collection, which is generally made up of 'day-to-day' cars as opposed to exotic, sports and supercars. These features are by no means to be considered a complete or exhaustive catalogue of these 'little and large' models, more a starting point. Who knows, maybe after a little searching you may well unearth a variation in a different scale for your collection previously unknown.

STARTING BIG

So, it was my first car that started my collecting fascination with the Mk1 Fiesta. My second car, a red Mk2 Fiesta, has been consequently responsible

ABOVE This view of both models shows the differences between the wheels, especially when compared to the image of the real car.



ABOVE Side profiles of Otto (behind) and Neo showing the Mk2 Fiesta shape has been well captured.



ABOVE Rear view of the two XR2s, showing the tailgate spoiler, rear wiper and big bore exhaust details.



ABOVE Interior view of the Neo showing the dark grey 'Rainbow' fabric.



ABOVE Just like it's smaller Neo sibling, Otto has reproduced the 'Rainbow' seat fabric really well.

for my interest in models of the second generation Fiesta (of which there has been very few). One of the first Mk2 Fiestas I added to my collection was from Ottomobile. Otto have forged themselves a reputation for producing highly detailed, resin, models and often of slightly unusual subjects. This white version boasts all the sporting details that made the XR2 so sought after during the 1980s and 90s. The correct red 'Fiesta XR2' badging on the tailgate looks spot-on, as do the additional round spot lights at the front. Also, not being black you can really appreciate the black 'plastic' add-ons such as the body kit, wheel arch extensions and the spoiler around the tailgate as well as the black paint treatment around the side windows. Also present are the pepper pot alloy wheels, a very popular optional extra on the Mk2 XR2.

At this scale (and price point) you expect a wealth of interior details too and this Ottomobile Fiesta certainly doesn't disappoint. The first thing that strikes you is the seat fabric pattern. Otto have made a real success of replicating this. The dashboard looks great and has the correct dials displayed within the instrument binnacle. I'm a big fan of the way the door cards look too, with handle and window winders (remember those?) carefully represented.

NEO

Paired with this is a 1/43 also made in resin, this time



ABOVE An image taken from a 1986 brochure showing the 'Rainbow' seat fabric and sports steering wheel.

TOP Image taken from a 1986 Ford brochure shows just how accurate both the Otto and Neo models are.

from Neo. This white one being a 'Neo Edition 300' exclusive for Model Car World. As with the Otto model, being made from resin means these have a level of detail higher than is usually achieved with die-cast. The body kit and spoilers are very neatly picked out in black. The door mirrors are superb; they are correctly shaped and are complete with the rounded edges. The extra spot lights, an XR2 trademark are also very well done. Also, unlike the majority of 1/43 models (although this is definitely starting to change) this one also boasts correctly patterned seats. Other interior details include the two spoke sports steering wheel, complete with circular holes and the dials within the instrument binnacle. Overall, I think is a great little model of the Mk2 XR2.

However, I do have two tiny gripes with it (and I will be the first to admit I am nit picking a little here but at this price point I feel this is ok). Firstly, the badging on the tailgate. Compare it to that on the tailgate of the Otto and it is clear that although it is of the correct style, font and colour it is just too big. My second is the wheels. The outer rim that sits closest to the tyre is all wrong. Neo have made it flat and level with the tyre. It should slop inwards, away from the tyre surface. I also feel the eight holes around the wheel are also a bit big. To the untrained eye it probably doesn't matter, but to an enthusiast of Fiestas it makes the wheels look strange.

Side-by-side, the Neo model and the Otto look fantastic together with very little in the way of differing details. They both include the correct dark grey 'Rainbow' pattern seat fabric and rounded head rests meaning both models are representing an XR2 made between 1985 and early 1987. They both have the red pinstripe along the sides of the body, as also seen on the image from a 1986 Ford Cars brochure. They really do epitomise this notion of 'Little and Large' to a tee. ■

BELOW The Allard P2 Monte Carlo.



The Allard P2 Monte Carlo

Allard has been a famous name in British motoring, and **David Wright** creates a model of the P2 not modelled by anyone else.

Which other car maker has driven one of his own cars to victory in the Monte Carlo Rally, other than Sydney Allard? The history of the Allard Motor Company, from its first J-type cars, was one of marrying South London manufacture with American V-8 engines. The J-series sports racers were also very successful at Le Mans with Sydney taking 3rd place in the 1950 race.

Next came the K Series, built more for the road, followed by the P1, famed for the Monte Carlo success. Between 1952 and 1954, they built Palm Beach Tourers, and the P2 Monte Carlo, a 2 door variant derived from the K3, with Ford or Mercury engines. In total 11 were built.

Model collectors will know of the wonderful Matrix P2 Safari woodie wagon, but there have been no models of the P2 Monte Carlo made, until now! When I was approached by an American model collector who disliked the Safari, and wanted

a P2 saloon in his collection, I took a deep breath – this means taking apart and cutting up a Matrix model. Is this sacrilege?

We discussed the project, and yes he fully understood, and loved the front end of the P1 and

ABOVE A rear view of the Allard P2 Monte Carlo.

BELOW Allard P2 Safari, by Matrix Models.





Stage 1 – the big cut, half way there!



From this angle, it could be a very large hatchback!

P2 with their proud “A” shape to the radiator grille, but wanted the attractive flowing lines of the Monte Carlo. A plan was hatched, and a Safari obtained. After removing the screws securing the baseplate to the body, all chrome work was carefully removed, bagged and labelled, and the interior removed. Most Chinese workshops use a form of PVA adhesive, which is strong, yet still remains rubbery, and is capable of gently being removed, together with the part concerned. The inner door cards, complete with door handles and window winders were beautifully cast, as is the dashboard – you discover a lot when you dismantle a detailed model, but it’s not for the faint hearted! With a body devoid of any other parts, next came the windows. With gentle pressure on the inside with a fingertip, synchronized



ABOVE Oxford Diecast Healey Elliot – the potential donor rear end.



ABOVE Healey Decapotable, with the rear end removed!



ABOVE Stage 2 – with Healey rear end concealed, and shaping up with bumps.



ABOVE Stage 2 – from a different angle!



ABOVE Stage 3 improvements to rear wing line.



ABOVE We’re almost there...



Rear bumper re-constructed.



ABOVE The final paint finish chosen.

LEFT All original front end parts now re-united with the bodyshell again.

with a little prising with a craft knife, out they all came, also bagged and labelled.

Now came the point of no return! A number of strategic cuts were made with a modelling saw, one across the roof, and the others along the inner edge of the rear wings, while leaving a rear tail panel for rigidity. The “woodie” element of the car has now disappeared except for the front doors – more of that later!

A similar set of surgical incisions were made on the Healey Elliot, once it had also been deconstructed, and then copious filing with an assortment of tools, to ensure a tight fit for the Healey rear panel. At this point, it's important to note that the Healey panel is always intended to provide a “former” for layers of resin to be laid, as without it nothing was possible. The most essential element was to achieve a good match across the centre of the roof.

From this point on, many layers of resin were used to build the right shape of the rear wings, plus some filing out of the Healey's rear window to give the larger aperture needed. This phase took many hours, and eventually I transferred to Milliputty as it provides a finer surface once dried. Ensuring that the 2 front door panels lost their “wood” panelling,

and gained a flat panel that in line with the front and rear wings, took a while, I can assure you!

An initial coat of grey primer always helps in showing up the tiny dents or imperfections, and this was certainly the case. Before any final primer, a decision had to be made on how the rear bumper would be created. Spares box to the rescue, but the nearest had no overrides, so 2 were surgically removed from their own bumper, and shaped to fit the new replacement. The lip needed to glue the new rear bumper onto was fashioned, and we were nearly there. Boot handle, petrol filler and rear tail lights came from spares suppliers, and the final paint coats were applied – 2 colour and one clear lacquer. For safety, the bodyshell was left for 2 weeks for the lacquer to really harden, then the fun part of the rebuild could begin – just like rebuilding a restored classic car! Trial fitting of the parts, and especially the baseplate with wheels and interior, is incredibly important this stage, to ensure that the wheels sit well in the wheel arches, and the entire car sits square to the road.

So there we have it, the only fully detailed handbuilt model of the Allard P2 Monte Carlo in the world, unless any of you know better! ■

//

A similar set of surgical incisions were made on the Healey Elliot, once it had also been deconstructed, and then copious filing with an assortment of tools, to ensure a tight fit for the Healey rear panel.

//



TOY TALES

Ed Karswell ponders the wonderful world of model collecting.

Experiencing collection envy

This month we are definitely on the couch. Why you may ask? Well, I'm ashamed to say it but I occasionally suffer from "collection envy". The condition involves the coveting of models from friend's collections, sometimes to the point of pestering. It has at times been so bad that I've actually bought back models that I've previously sold to them. I'm not proud of it and I justify it to myself by using the world of full-sized vehicles as an example, where it seems to be the norm. So, what's the problem? You see "collection envy" can be unpredictable and more than a little frustrating. It is not always based, as one would surmise, on being shown a latest acquisition either. On the contrary, during these conversations I find myself staring past the latest 'find' and into their cabinets, wondering if the little green car I can see tucked away right at the back might be for sale?

Likewise, don't confuse this with the chagrin you feel when a fellow collector shows off a bargain buy you missed out on. 'Fear of missing out' or FOMO as it's commonly called, should be left for millennials as it looks a little sad when practised by the middle aged, apparently.

However, this behaviour can take many forms. The following situation will be familiar to all collectors whatever their particular interests. Many years ago, a dealer at Sandown Park toy fair had a fantastic 1930s wooden garage by the British firm Kay displayed on his stall. Finished in yellow, red and green it was an Art Deco masterpiece and incredibly rare. I kid you not, every time I viewed this stall at least one person would come up and ask if the garage was for sale. The answer was always the same, "It was for display only and not for sale, sorry". Collectors were in turn, insistent, cajoling and perturbed but all

walked away empty handed. In the end, I avoided the stall as I couldn't listen to it any more. Then, after roughly five years it disappeared. Either someone had either offered their life savings or simply cried until it was handed over, or probably both. To clear up any misunderstanding, yes I asked if it was for sale and no I didn't get it.

There are many types of behaviour collectors display that can surprise even themselves. One of these is when suddenly, and for no apparent reason, we take an interest in things that previously were long and studiously ignored. For example, when I first started collecting there was a following for models of veteran and vintage cars by continental makers such as

It happened to me years ago with boxed, vintage Corgi Toys. I amassed around twenty of them before I realised I really only wanted one model and had got carried away with the whole thing. There must be many collectors who get to this stage and wonder how they ended up there. I know one collector who builds up a collection of farm animals by Johillco for example and then sells them on and starts collecting something else. For some people, it's the journey and the learning, that make it interesting.

The final journey of analysis covers a whole gamut of emotions, with envy probably being the healthier of them! This situation arises when a collector chases

There must be many collectors who get to this stage and wonder how they ended up there. I know one collector who builds up a collection of farm animals by Johillco, and then sells them on and starts collecting something else. For some people, it's the journey that make it interesting.

Brumm and Eligor. They were viewed as more serious endeavours than say, Models of Yesteryear (no offence!). I was only interested in post-war prototypes and toys of vintage manufacture, so although I knew of their existence, that was the extent of my interest. Recently, though I stumbled on some models by Brumm on the internet and spent an age marvelling at the detail and their esoteric choice of subject matter. The prices for these 1980s, and seemingly unfashionable, models was very tempting too. I resisted the temptation, but noted how easily I had been drawn in.

something for so long, fixates over it so much that its acquisition is inevitably an anti-climax. This is particularly apparent when one has only had pictures in books to go on. Likewise, if you're collecting things so rare that you may only track down a specimen every other year, this too can be dispiriting. Of course, this may technically not be classed as collecting. Either way there is most probably an acronym for these behavioural traits. Personally, I appear happily to suffer from most of them.

So, shall we say same time next week? ■

Desert Island Diecasts

Imagine you're stranded on a remote island and had only taken a handful of your collection favourites on that fateful trip, which five would you want it to be? **Jacques Dujardin** is this month's castaway hero.



I started collecting a very long time ago, in 1953. I was then 12 years old and decided I was going to collect all of the French Dinky Toys. It was a goal that seemed easily achievable, as at that point there were only twenty two models in the entire catalogue. Little did I know, however, what I had gotten myself into! I soon discovered through school friends that there was also a range of Dinky Toys made in England (as in those days the Liverpool produced models were not available in France). It wasn't until 1956, during my first visit to England that I was able to see any of these "foreign" Dinky Toys and acquire my first catalogue. Needless to say, I was hooked and started collecting them as well.

Dr. Cecil Gibson had not yet published his *History of British Dinky Toys*, so I started to compile a detailed list of all the models that became known to me. Seventy years later, I am still working on this list (now assisted by other dedicated Dinky Toys collectors) and am still discovering variations! All of my research has been poured into *The Fabulous Dinky Toys Encyclopaedia*, available to collectors on USB memory sticks (email: dinkycollect@free.fr to order). The Encyclopaedia currently consist of 3,300 pages but is constantly being updated and continues to grow.

DINKY SUPERTOYS NO.36B / 896 - WILLÈME BÂCHÉ

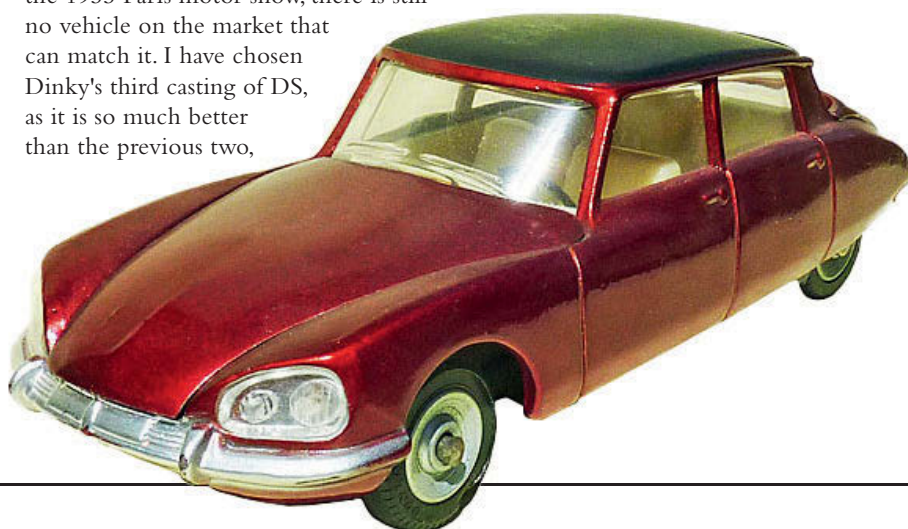
I have always loved Dinky's trucks and industrial

vehicles as they offer so much play value. The Willème prime mover just looks wonderful with its long-rounded bonnet. In fact, it is my favourite Dinky truck, easily beating the Berliets, Fodens, Guys etc...

Of course, in 1:1 scale, it would prove a very useful vehicle on a desert island, as its large trailer could be used as a shelter. As that's not an option on the island though, I suppose I would have to quickly get busy and build a shack to shelter myself and my models from the elements.

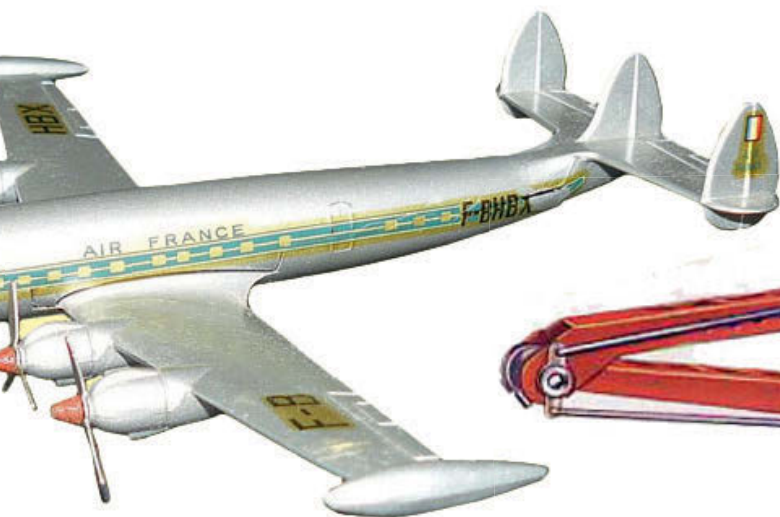
DINKY NO.530 - CITROËN DS 23

I firmly believe the Citroën DS 23 is the most fabulous car ever build 64 years after the launch at the 1955 Paris motor show, there is still no vehicle on the market that can match it. I have chosen Dinky's third casting of DS, as it is so much better than the previous two,



ABOVE Dinky Supertoys No.36B / 896 - Willème Bâché.

BELOW Dinky No.530 Citroën DS 23.



ABOVE Dinky Supertoys No.60c/892 Lockheed Super G Constellation.

TOP RIGHT Dinky Supertoys No.977 Servicing Platform Vehicle.

RIGHT Dinky Toys No.105 Triumph T2 in grey.



the No.24c and 530, which were not at all accurate. Although it is not a "real" Dinky, as the tools were modified by Auto-Pilen and the model was then manufactured only in Spain, it remains my favourite Dinky saloon of all time.

DINKY TOYS NO.105 - TRIUMPH TR2

Of course, on a desert island one would not need a saloon or other type of heavy car, a roadster would be far more enjoyable to speed around in. Triumph's TR2 is a typical British car of the 1950's, it would fit the bill perfectly. Today, I drive a 1982 Fiat 124 which looks rather similar, but as a teenager the TR2 was my dream car, so it simply has to be one of my "take five" model choices.



DINKY SUPERTOYS NO.977 - SERVICING PLATFORM VEHICLE

Foraging for food on the island would be so much easier if I had a 1:1 scale version of this vehicle to help me get coconuts and other fruit down from the trees. It would also be used as a look-out tower from which to spot any pirate or rescue ships heading my way, but practicalities aside, this marvellous model was a very special gift to me, so it is another of my must-takes.

DINKY SUPERTOYS NO.60C / 892 LOCKHEED SUPER G CONSTELLATION

The most stunning transport aircraft ever build, the Constellation's curves are a work of art - none of your modern sausage planes can compete with this beauty! So, rather than sit and stare up hopelessly at high flying aircraft that cannot see me and won't rescue me, I would rather sit and admire this gorgeous model and simply dream of being an Air France passenger on my way home. ■

WHAT ARE YOUR TOP FIVE DESERT ISLAND DIECASTS?

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





Corgi through the years

1971
PART 2

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 1971.

We get off to a very seasonal, summery start in July. Gift Set 26 Beach Buggy and Sailing Boat featured a remodelling of the previously-released No.381 GP Beach Buggy. With the roof and surf boards removed, a driver figure was added and the teledial-style Whizzwheels were changed to a new 'disc' type. The body was painted a rather fabulous metallic mauve. Included was a small, yellow diecast trailer that carried a plastic red and blue sailboat with a fabric sail. Lasting until 1976, it sold well over half a million units. Interestingly, this came in the first ever new style window box, with three coloured bands that were originally going to separate types of vehicles into groups. According to Marcel van Cleemput in his *Great Book of Corgi*, however, this was deemed too confusing, so the idea was dropped, but the bands stayed.

Also in July, No.163 Santa Pod 'Gloworm' Dragster was released. Lasting only two years, this 1/43 scale replica of a custom hot rod Capri was very successful,

selling in excess of 600,000 units. The body was cast as one unit and was released by way a latch on the front bumper that allowed the body to hinge up, so that the driver could get in! A driver figure was included and the clever lifting system allowed the body to be displayed in the up position, if desired. Which it always was, of course.

For August, there were four new releases. GS11 London Gift Set comprised three existing models – No.418 Austin Taxi, No.468 Routemaster Bus and No.226 Morris Mini-Minor – and a policeman figure directing traffic mounted on a round plinth. Only hanging around for one year, it sold just over 30,000 units. No.409 Mercedes-Benz Unimog Rear Dumper was based on No.406, but the rear was replaced by an impressive working dumper section, operated by a lever on the side. No.281 Rover 2000 TC was a reworking of the wonderful Golden Jacks version, but this time with Whizzwheels fitted and no boot-mounted spare. It also featured the later version grille and was painted a rather fabulous metallic purple. Finally for this month

ABOVE No.1100 Mack Truck with Trans Continental Trailer, No.163 Santa Pod 'Gloworm' Dragster, No.409 Mercedes-Benz Unimog Rear Dumper, No.808 Basil Brush's Car and No.807 Dougal's Car. Image: Rick Wilson.



came No.312 Marcos Mantis, an excellent replication of the real car. It featured opening doors and had the alternative ‘disc’ wheels fitted.

There were no releases during September, but two followed in October. No.166 Ford Mustang ‘Organ Grinder’ Dragster was based on No.325 Ford Mustang Competition Model. Painted yellow and with green graphics, this was a fantasy model, unlike the other two detailed this month that were based on real cars. The interior featured a sturdy roll cage, but there was no lifting body this time. The biggest model of the month was No.1152 Mack Truck with Gloster Saro Articulated Petrol Tanker. At 1/48 scale, this was a sizeable model and it comprised the newly-tooled Mack cab unit (more to follow shortly) coupled to an accurate replication of the Gloster Saro tanker body. The cab featured a flip up bonnet, which revealed a nicely detailed engine. It lasted for five years and sold well over 300,000 examples. It even spawned a smaller version in the Juniors range.

Into November and we start with a rather cheeky little release. *The Magic Roundabout* TV series was a real hit with the kids (me included!) and Corgi was about to capitalise on this, starting with this fantasy car based on the No.510 Citroën DS 19 Tour de France car, filled with characters from the show – Dougal, Dylan and Brian. Painted a suitably bright yellow, it was adorned with colourful stickers. The two other releases this month were both impressive commercial vehicle releases. Gift Set 2 was the combination of No.1145 Mercedes-Benz Unimog 406 with Gooseneck Dumper and No.1128 Priestman Cub Shovel – an absolute masterstroke as these two worked so well together (xI can personally testify to that!). Also released in November is a real favourite of mine – No.1100 Mack Truck with Trans Continental Trailer. The second of the Mack-cabbed models, and with a bright, colourful orange cab unit, this time coupled with the trailer unit from No.1137. Repainted with a pale metallic blue body on an orange chassis, the sliding doors were black plastic, adorned with “Trans Continental”. Only around for a couple of years, this nevertheless sold well over 60,000 units.

There were three newbies for December and the first of these is the third of the three dragsters in this instalment, No.164 Ison Bros ‘Wild Honey’ Dragster. It’s a really good representation of an actual car of the time. Painted yellow, as per the real thing, it features



BELOW
No.312 Marcos Mantis.
Image: Vectis.



ABOVE Gift Set 26 Beach Buggy and Sailing Boat. *Image: Vectis.*



ABOVE Gift Set 11 London Gift Set. *Image: Vectis.*



ABOVE
No.1152 Mack Truck with Gloster Saro Articulated Petrol Tanker.
Image: Vectis.

Corgi Toys 1971 Releases – July to December					
No	Title	Scale	Released	Withdrawn	Sales
163	Santa Pod ‘Gloworm’ Dragster	1/43	July	1974	605,000
164	Ison Bros ‘Wild Honey’ Dragster	-	December	1973	273,000
166	Ford Mustang ‘Organ Grinder’ Dragster	-	October	1974	356,000
281	Rover 2000 TC	1/46	August	1972	48,000
312	Marcos Mantis	1/43	August	1974	199,000
395	Fire Bug	-	December	1973	288,000
409	Mercedes-Benz Unimog 406 Rear Dumper	1/48	August	1972	135,000
807	Dougal’s Car	-	November	1974	287,000
808	Basil Brush’s Car	-	December	1973	187,000
1100	Mack Truck with Trans Continental Trailer	1/48	November	1973	65,000
1152	Mack Truck with Gloster Saro Articulated Petrol Tanker	1/48	October	1976	326,000
GS2	Mercedes-Benz Unimog 406 Gooseneck Dumper with Priestman Cub Shovel	-	November	1972	48,000
GS11	London Gift Set	-	August	1972	31,000
GS26	Beach Buggy and Sailing Boat	-	July	1976	570,000

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



ABOVE Gift Set 2 Mercedes-Benz Unimog 406 Gooseneck Dumper with Priestman Cub Shovel. Image: Vectis.



ABOVE No. 395 Fire Bug. Image: Vectis.



ABOVE No. 281 Rover 2000 TC. Image: Vectis.

BELOW No. 164 Ison Bros 'Wild Honey' Dragster, No. 166 Ford Mustang 'Organ Grinder' Dragster and No. 163 Santa Pod 'Gloworm' Dragster. Image: Vectis.



CORGI TOYS 1971 JULY TO DECEMBER RELEASES PRODUCTION COLOURS

No	Title	Colours produced
163	Santa Pod 'Gloworm' Dragster	White/blue/red
164	Ison Bros 'Wild Honey' Dragster	Yellow
166	Ford Mustang 'Organ Grinder' Dragster	Yellow/green/red
281	Rover 2000 TC	Metallic purple
312	Marcos Mantis	Metallic dark red
395	Fire Bug	Orange
409	Mercedes-Benz Unimog 406 Rear Dumper	Blue/yellow
807	Dougal's Car	Yellow
808	Basil Brush's Car	Red/yellow
1100	Mack Truck with Trans Continental Trailer	Orange/metallic blue
1152	Mack Truck with Gloster Saro Articulated Petrol Tanker	White/red
GS2	Mercedes-Benz Unimog 406 Gooseneck Dumper with Priestman Cub Shovel	As per constituent models
GS11	London Gift Set	As per constituent models
GS26	Beach Buggy and Sailing Boat	Metallic mauve, yellow trailer and blue/red boat

Source: The Great Book of Corgi 1956-1983

a "Wild Honey" sticker on one side and "Ison Bros Racing" on the other, plus "Jaguar powered" on the bonnet. It only lasted in the range for a short time but sold in excess of 270,000. Another, slightly more popular release that was in the range for the same amount of time is No. 395 Fire Bug. Painted orange, and with suitably eye-catching labels to the sides and bonnet, this was another version of No. 381 GP Beach Buggy. Again without the roof and surf boards, this version featured a chromed roll bar and a roof-mounted ladder. Rounding out 1971 was another TV favourite in the shape of No. 808 Basil Brush's Car. Again, a short-lived production run, but it sold approaching 200,000 units. Apart from an accurate depiction of the main character, the other outstanding feature of this release is the Sound Box that was included, which would mimic that oh-so famous laugh. The car itself was a reworking of the earlier No. 9031 Renault in the Corgi Classics range.

An important additional range release came in the form of the short-lived Power Blasters track set. Effectively a wider version of the Corgi Rockets track set up, the extra width meant that Corgi's larger models could join in the fun. And now the change to low-friction Whizzwheels all makes sense. I covered this in detail in the July 2021 issue, as part of the *From the Editor's Collection* series.

Next time we race into 1972, quite literally, because that's the year that the classic range of 1970s Formula 1 racing cars would take the starter's green flag. ■

Another, slightly more popular release that was in the range for the same amount of time is No. 395 Fire Bug. Painted orange, and with suitably eye-catching labels to the sides and bonnet, this was another version of No. 381 GP Beach Buggy.

British Heritage Models

(Tel: 01244 320761)

BHM MAJESTY CLASSICS MC17 1961 STANDARD COMPANION, SUNSHADE, FOGLIGHTS, RAISED AERIAL, GREEN. £89.99	GFCC: BRILLIANT METAL DIECAST! 1956 BUICK ROADMASTER RIVIERA SEDAN, WHITE/PINK. BHM PRICE: ONLY £24.50!	BHM MAJESTY CLASSICS MC17a 1961 STANDARD COMPANION, WING MIRRORS, LOWERED AERIAL, ROOFRACK, BLUE. £89.99
GLM/STAMP: 1957 CADILLAC FLEETWOOD SIXTY SPECIAL, FOUR DOOR SEDAN, METALLIC BLUE. BHM PRICE: £89.99!	GOLDVARG: 1970 FORD GALAXIE, FOUR DOOR STATION WAGON, TWO-TONE GREEN, BRAND NEW MODEL! OUR PRICE £74.50!	KESS: 1929 DUESENBERG MODEL S BERLINE, OPEN CONVERTIBLE, STUNNING MODEL IN YELLOW. BHM PRICE ONLY £59.99!
GLM/STAMP: 1958 CADILLAC S62 OPEN CONVERTIBLE, GREEN METALLIC, GORGEOUS MODEL. BHM PRICE: £89.99!	GFCC: BRILLIANT METAL DIECAST! 1956 LINCOLN PREMIER COUPE, WHITE OVER LILAC. BHM PRICE: ONLY £24.50!	KESS: 1938 MERCEDES BENZ W142 COMBICOUPE, TWO-TONE, BLACK AND RED, BRAND NEW MODEL! £89.99
GLM/STAMP: 1960 CADILLAC S62 OPEN CONVERTIBLE, STRIKING MODEL IN METALLIC RED. BHM PRICE: £89.99!	GOLDVARG: 1970 GALAXIE S/WAGON, LOS ANGELES POLICE DEPARTMENT, PAN-AM, OR CHICAGO FIRE CHIEF. £74.50 EACH	KESS: 1935 DUESENBERG SJ MORMON METEOR, BONNEVILLE RECORD CAR, STUNNING, IN YELLOW. BHM PRICE £59.99!
ILARIO 1:43: 1937 ROLLS-ROYCE PHANTOM III, VESTERS & NEIRINCK COUPE, TWO-TONE BLUE. £258 OR BHM 3EASYPAY: 3 x £86	GFCC: BRILLIANT METAL DIECAST! 1955 STUDEBAKER SPEEDSTER, 3-TONE, WHITE/ GREY/PINK! BHM PRICE: ONLY £24.50	ILARIO (CHROMES) 1:43: 1934 BUGATTI 57, OPEN ROADSTER, GANGLOFE, MAROON/ GREY. £267 OR BHM 3EASYPAY: 3 x £89
MATRIX PRE-ORDER! 1949 CADILLAC COUPE DEVILLE, SHOW CAR, SILVER OVER RED. ETA: MARCH. PRE-ORDER NOW!	MATRIX PRE-ORDER! 1956 STUDEBAKER POWER HAWK, GREEN, YELLOW, OR TULIP RALLY TRIM. ETA: MARCH. PRE-ORDER NOW!	MATRIX PRE-ORDER! 1948 PACKARD EIGHT, WOODY STATION WAGON, DARK RED. ETA: MARCH. PRE-ORDER NOW!

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

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 11th February

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 92 262446 or 07957 823507

Future dates: 21st April, 6th October and 1st December

Subscribe and enjoy *Collectors Gazette* on the go - anywhere, anytime, **from just £3.33 an issue**

Download easily, instantly and directly to your chosen digital device!

- Get inspired with the latest auction, toyfairs and event news
- Enjoy features from the world of vintage, nostalgic toys and models
- Practical tips and price guides

SAVE OVER
15%
when you go digital

pocketmags GB

Your chosen term will automatically renew unless auto-renew is cancelled in your subscription area 24 hours before the end of the current subscription.

A-Z of diecasts

There's more to C in this issue, as Alwyn Brice relates.

CMC celebrated 25 years in the model business in 2020; the fact that this Germany-headquartered company (with Chinese production) is still around says a lot about its product line.

What says even more is that its range has flourished, whilst being most definitely not for the impecunious. So, if you are the sort of person who will haggle at a swapmeet over a £10 diecast, then skip this section – because these miniature representations cost hundreds (sometimes thousands) of pounds. In addition, runs tend to be limited (in the correct sense of the term), so certain models are now no longer available, all of which simply adds to their desirability.

We're talking large scale here (1/12 and 1/18) and if you're not seduced by its vehicles, CMC also produces an exquisite scale engine and a chassis, just to ring the changes.

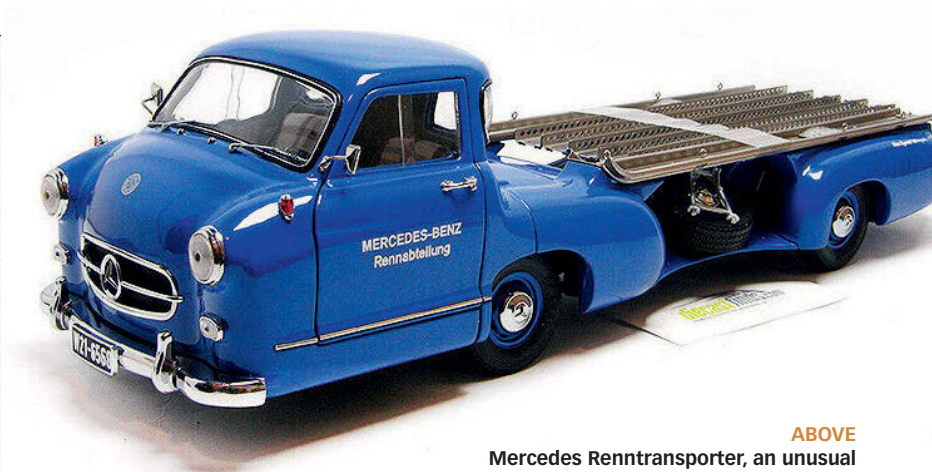
Assuming you have the wherewithal, you will most definitely not be disappointed by this company's wares. Opening doors, bonnets and boots are just the beginning: door handles function, interior detail is tremendous and both rubber and leather, for example, are materials used in the vehicle construction in order to mirror the real thing. Personally, I'm reminded of the gorgeous Pocher kits in this context.

Ferraris, especially with the GTO and 275 models, simply beg to be bought but equally, the classic Alfa Romeo P3 (we're talking Fangio here) is a delightful alternative to that stable of prancing horses. Add into the equation Mercedes (drool over the iconic gullwing-doored 300 SLR) and suddenly you have some of the greatest styling exercises ever penned. CMC also manufactures a colossal Mercedes 600 Pullman and a W125 racing car; there's a Mercedes Renntransporter in 1/18, a Talbot Lago, C type Jaguar, Horch, Bugatti T35... the list goes on and on. Each representation is jewel-like, assembled by hand and may contain over 1,000 parts. And it's a fair bet that if you buy one, you'll want more.

If new examples are beyond you, though, there is a reasonably active second-hand market on the internet. Times are hard – and so some collectors are offloading their acquisitions.

OVER THE MOON

Collecting homegrown Crescent models presents something of a challenge, since the company's earliest models date back to just after the Great War. Such examples, reaching their centenary, are essentially antiques now, and so not often encountered. Later production (the company was manufacturing up until around 1980) is more plentiful, however.



ABOVE Mercedes Renntransporter, an unusual subject yet a stunning model from CMC.

RIGHT Plenty of Ferraris in the CMC stable: this image of a GTO could be mistaken for the real thing.



ABOVE Engine detail on the CMC Audi says it all: sheer perfection in 1/18 scale.



ABOVE Close-up of the Chrono Lotus Elise reveals useful interior detail.

RIGHT The space race, as seen by Cherilea. Launcher and rocket still turn up today. Photo: Vectis



Crescent was yet another company that rode the wave of interest in diecast vehicles but one that never quite captured the success enjoyed by, say, Corgi or Dinky. Cars and lorries were just part of its catalogue, for it manufactured lead figurines, waterline ships, Wild West transport, farming subjects, items for model railways, military vehicles, garages and



ABOVE Classic Aston Martin from Chrono - but that paint could be thinner?



Delightful set from Crescent contains everything required for the incipient garage owner.
Photo: Vectis



ABOVE Railway enthusiasts were equally well served by Crescent.

accessories, petrol station displays as well as historical models, such as the Queen's State Coach. In fact, the huge breadth of offerings has ensured that the company remains popular amongst collectors.

Of note has to be the diecast ship selection; rivals to Tri-ang, albeit somewhat cruder, the range is interesting since it encompasses both civil and military examples. Its aircraft squadron numbers under ten examples, all of which date from the 1940s, and these are equally delightful. Crescent's long suit was its military line, though, and some of these models (like the Saladin armoured car) are

regularly encountered at swapmeets. In short, if you opt to collect Crescent, there's enough to keep you occupied for many years.

CHINA IN YOUR HANDS

The UK used to be the home of diecast manufacturers, but times have changed.

Chrono is yet another Chinese company serving the world's seemingly insatiable demand for model cars, in this case in 1/18 scale. The company appears to focus on classics from the 1960s and the 1970s, which were arguably the golden decades in terms of car design.

Lotus, Ferrari (of course!), Triumph and Aston Martin appear to be the most commonly sighted marque examples and, interestingly, the market for pre-owned examples is quite buoyant. I'll be honest at this point, though – I'm unsure about the quality of these miniatures. Yes, they certainly look the part and in terms of cost, the most expensive are a little over £100, which in these inflation-ridden times is not excessive. But paint (at least on the metallic finishes) looks too thickly applied to my eye; and closer inspection reveals bodywork imperfections (such as wing mirrors not being securely fixed). These are, perhaps, minor niggles.

If one model stands out for me, it's the Lotus Elise in Norfolk Mustard Yellow: an iconic car in an iconic colour. Don't expect underside detail at this price point but on the plus side, the interior is quite well done, even down to the (optional when new, as I recall), drilled passenger footrest. In common with other models, opening features are there (although door hinge representation most definitely does not reflect real life).

If Lotus isn't your bag, then the classic Aston DB5 from 1965 in Peony Red might be for you. Quite where Aston Martin would have been without the Bond franchise doesn't bear thinking about, but this is a good-looking car for all that. It's also about in ice blue and the classic silver.

TO BOLDLY GO...

Is a space rocket a vehicle? I think the jury's out on that one. Whatever, British company Cherilea merits inclusion in this A-Z because it did contribute to the wealth of diecast matter in the marketplace.

Whilst most of the entries in this résumé centre on cars and trucks and buses and the like, Cherilea was busy exploring new horizons – literally. Cherilea was the brainchild of one Wilf Cherington (a designer who left the employment of Johillco after the second world war – he also worked at Crescent) and James Leaver, and output was very much geared towards the space race. To that end lead astronauts with detachable plastic helmets formed the nucleus of the range, but added for excitement (?) were robots, an alien figure in a frock and some strange insects. Also modelled was a spaceship and a launch pad, essential fare (if, scale-wise, somewhat petite) for any youngster keen to reach the stars.

All of the Cherilea range can be found today, with patience, but expect paint loss and occasional damage. And... don't suck the models. You have been warned. ■

SPECIAL EDITION MAGAZINE

Victoria Cross



A Definitive Guide to Britain's
Supreme Gallantry Award Since

200+
ILLUSTRATIONS

Learn about tales of extraordinary heroism across the centuries, in this **lavish 132-page magazine**, perfect for all military enthusiasts and medal collectors.

Crammed with fascinating details on the award's history, the conflicts and the people awarded it, plus over 200 illustrations, this one-off special is unmissable.



Order your copy today at:

www.bit.ly/vcrossaward

or telephone 01778 391180

Superfast 1969-1982

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

Number 44 during the Lesney-era Superfast range comprises what can only be described as an eclectic mix of models! It feels like there is something for everyone with a commercial vehicle, a railway coach and a performance car...

REFRIGERATOR TRUCK

Production: 1970-72

Catalogue: 1970-72

Box Styles: G

Changing from its regular wheels colour scheme of red cab and chassis with a green rear body, the Superfast version is more commonly found in its later colours of yellow cab and chassis with red rear bodywork, as shown above, although the box art always showed the model as a Superfast with the earlier colours.

Another popular model during its time in the catalogue, it was yet another commercial vehicle that made way for one of the exciting new cars.

BOSS MUSTANG

Production: 1972-78

Catalogue: 1973-78

Box Styles: I

Boss Mustang shares a lot of components with Piston Popper, which was also based on a Ford Mustang. However, instead of having a Rola-Matic moving pistons feature, this one had an opening bonnet revealing a big V8 engine. The body was painted lemon yellow, with the separate bonnet component in matt black. The base and grille were bare metal, while the engine and interior were in a chrome finish. There were no variations, although the box mistakenly pictured Boss Mustang with concealed headlights like a Mercury Cougar. It lasted in the range until 1978 and there are still plenty to be found today.

PASSENGER COACH

Production: 1978-82

Catalogue: 1979-82

Box Styles: L

The companion model for Steam Locomotive was Passenger Coach, a short four wheeled carriage. It was again a generic model but its open ends and curved, overhanging roof gave it the appearance of an old-time coach from Switzerland or Austria. There was not a lot of metal in its construction and only



ABOVE The rear body of Refrigerator Truck featured and opening door.

RIGHT Lifting the bonnet on Boss Mustang reveals the full engine that peeks through when closed.



No.
43

the red lower half, which incorporated the interior seats, was diecast. The base, including the wheel boxes and railings, was black plastic; there was also a sub base in black plastic. The upper half of the carriage and the curved, ribbed roof were in beige plastic and had rather unlikely blue-tinted windows. Matchbox economised on later versions by omitting the glazing. It was revived for the Two Pack range in 1991, alongside Steam Locomotive. ■

TOP VINTAGE MODEL

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

Aveling-Barford Diesel Roller

At the current moment many areas of the country are undertaking road repairs. This is a process which has been essential since Tarmacadam was invented and used on roads. Today it is mechanised and to complete the job a road roller is used to provide a finished surface. Early road rollers were powered by steam and I remember the fascination standing watching one with lots of smoke and moving backwards and forwards flattening the road surface. Then came diesel road rollers and these featured as models by toy manufacturers and of course Dinky Toys their first being the Aveling-Barford Diesel Roller.

The Dinky Toys Aveling-Barford Diesel Roller (No.279) arrived in July 1965. It is, however, seen in the *Meccano Magazine* colour advert of August 1965. In the *Dinky Toys News* it says 'Not only does it faithfully reproduce the lines of the original, but it also has many intriguing additional features' It continues 'Not least of these is something which has never before been incorporated in a Dinky Toy – built in engine noise! A cleverly designed 'clicker unit', acting on the rear axle, has been fitted which simulates the sound of an engine when the model is pushed backwards or forwards'. The review also showed a picture of the real one beside the Dinky Toys model with its open inspection panel.

The model is finished in orange with green diecast Mazak rollers. On the sides of the body are grey plastic inspection panels which open to show engine parts, plus a MASTER PAVOIR transfer on each side. The front roller swivels in 360 degrees and can also tilt to the left or right. The cab side windows slide open and there is a steering wheel and a driver in blue overalls. Like many other Dinky Toys this model had colour variations. One came in orange with silver wheels and another was in orange with black wheels and



ABOVE *Meccano Magazine* advert from August 1965, part image.

these have yellow cabs with black roofs. Also, some of these last-mentioned models used yellow plastic engine covers.

They came in fully illustrated card end flap boxes followed by ones just showing the model. The later models came in blister

ABOVE Dinky Toys Aveling-Barford Diesel Roller (No.279) in the later colour and without the 'click' sound and the original with green wheels.

packs with card bases. There also might have been ones in the tall card blister packs before the model was deleted in 1980.

The company started in 1850 and eventually became Aveling-Barford Ltd in Grantham, Lincs. During the 1930s they produced equipment for dairy farms and products for cooking in hospitals and hotels. During the 1930s it became a Public Company and boasted that it was a world leader and made some 75 percent of road rollers in Britain. Besides road rollers they also manufactured other earth moving equipment such as dumper trucks, road graders and small bulldozers over many years. During the Second World War they made Bren-gun carriers, shells and other equipment. They also had a factory in Newcastle and in 1967 they were acquired by British Leyland, and in 1983, by an American businessman Reid Eschallier. ■

The Dinky Toys Collectors' Association

The Dinky Toys road making and heavy plant models still prove to be highly collectable and appear in the DTCA Journal on occasions. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com

McLAREN MODELS

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

Tel: 07483 260915 Email: BMclcars@aol.com

Scotland's largest diecast source since 1983



ALMOST REAL - 810115 - 1:18 - £239
111980 Range Rover Police with Accessories



TWH - 081D-1180 - 1:18 - £199
Pierce Quantum Pumper Honolulu #9



FIRST GEAR 50-3481 - 1:50 - £104
Peterbilt 367 with Bottom Dump Trailer



ACME - 1809007 - 1:18 - £139.99
1956 Chrysler New Yorker St Regis



AUTOCULT - 12013 - 1:43 - £99
1930 RR Phantom II Fire Engine



A/WORLD AWSS132 -
1:18 - £129 1971 Lotus
Esprit James Bond



GOLDVARG NYPD-006 - 1:43 - £89.99
1976 Pontiac Catalina NYPD

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

www.mclaren-models.com

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

WANTED

Airplane Kits & Diecast Collectables

Top Prices Paid

For All Makes, All Scales.

Diecast, Aircraft, Boats, Model Railway & Live Steam etc

Instant Cash Paid
Will Travel To Collect

email: littleworthmodels@gmail.com

01775 630385
07578 708785

Woodgate Cottage
New Road,
Deeping St Nicholas,
Spalding, Lincs, PE11 3DU

**LITTLEWORTH
MODELS**

AUCTION NEWS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB



GREENSLADE AUCTION IS RIGHT ON TRACK

Greenslade Taylor Hunt's pre-Christmas sale contained a useful number of toy lots in amongst the other collectables. Of note was the Scalextric Blow Out slot racing set which, by virtue of a couple of controlled flaps in the track, sought to replicate a tyre puncture. Most innovative when new, the set was complete with Cooper and Lotus F1 cars and made £40. A large number of 1/18 scale tractor models went through the sale from Universal Hobbies, most achieving £50-90, although some smaller Britains examples kept them company. Rail fans, though, were attracted to the O gauge Hornby Colas bitumen tank wagon which

ABOVE: This Scalextric set relied on an ingenious system that might have caused your opponent to crash; Always in demand, this O gauge Colas tank wagon was in stunning condition.

had been well looked after and came with its transfers intact: it sold for £130. But bargain of the day was undoubtedly the Hornby O gauge collection, comprising ten assorted wagons, including a side tipping wagon with 'Robert Hudson Ltd/Leeds' lettering and an L.M.S. four-plank open wagon in blue livery, together with a girder bridge in a poor and incomplete box. This admirable selection sold for just £35. ■

AUSTRALIAN TOY MARKET FIRM

Some good prices were realised at the last Trains, Planes and Automobiles auction in Australia. Examples included the homegrown blue Ferris O gauge three rail Bo-Bo diesel locomotive; although untested and exhibiting some chipping and rust on the couplings, it sold for AUS\$700. Another Australian manufactured item was the Boomaroo O gauge push-along Tramcar, finished in red. Showing some paint loss and rust, therefore only fair, it still realised AUS\$240. And the British Micro Models diecast Commer Semi-trailer, in two-tone green, and approximately 1/43 scale, also proved popular, being knocked down for

The odd paint scheme still suits the Corgi model.

AUS\$210.

A familiar face, the Corgi Routemaster Double Decker Bus, although an Australian issue in green and cream, was taken to AUS\$550, despite cracked tyres. From Japan the Yonezawa large tinplate push-along Racing Car ("Indianapolis Speed King") certainly looked the part and overall had survived well: it sold for AUS\$360. A companion model from Yoshiya was the tinplate flywheel-driven "mystery action" Volkswagen Beetle, in red. Some minor imperfections were noted and this car closed on AUS\$160. ■



EBAY AUCTION RESULTS ON HAND!

The team behind *Diecast Collector* and *Collectors Gazette* has announced that it has made its popular eBuys price guide available on pocketmags.com. Bring together nearly ten years of results, the 155-page digital publication simply called *eBuys*, covers everything from vintage diecast vehicles to more modern movie favourites,

as well as electronic toys and teddies.

Previously only available in printed form, the new digital version of the catalogue provides collectors with a range of benefits. In addition to being more accessible, there is no more wading through hundreds of online listings and unwanted information! With the new

digital version of *eBuys*, *Diecast Collector* is set to expand its reach even further, and provide even more collectors with the information they need to build their collections and make more informed buying and selling decisions.

To download your digital copy today go to: <https://bit.ly/3Ld0rnf>. ■

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:** Dinky Toys No.920 Guy Van 'Heinz'
Condition: near mint, a great recent attic find!
Sold for: £991 (17 bids)



■ **Item:** Hot Wheels Rrrumblers Redline Boneshaker
Condition: bike is mint, card is sealed but has soft corners at the bottom
Sold for: £2,250 (27 bids)



■ **Item:** Matchbox Superfast MB53 Ford Zodiac
Condition: mint model with mint F type box
Sold for: £686 (16 bids)



■ **Item:** Matchbox Superfast MB46c Mercedes 300 SE Coupe
Condition: near mint to mint pre-production colour trial, with original box
Sold for: £795 (2 bids)



■ **Item:** Corgi Toys Agricultural Gift Set No.5 Massey- Ferguson 165 Tractor
Condition: box shows some minor wear, vehicles and all accessories very good
Sold for: £800 (28 bids)



■ **Item:** Corgi Toys No.267 Rocket Firing Batmobile
Condition: excellent - gloss black version, with 6 spare rockets attached to sprue
Sold for: £670 (23 bids)



■ **Item:** Dinky Toys No.908 Mighty Antar with Transformer
Condition: very good model with original box, inner packing pieces and instructions
Sold for: £649 (21 bids)



■ **Item:** Dinky Toys No.23a MG Magic Midget
Condition: showing its age particularly on the white tyres, general paint wear and marks
Sold for: £566 (17 bids)



■ **Item:** Matchbox Superfast MB29c Fire Pumper, with 'Denver' decals
Condition: mint with no retouching, sadly no box sold with the model
Sold for: £525 (25 bids)

SALE RESULTS

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, drab greyish-blue, red seats, silver trim, flat spun hubs and racing No.1. Excellent plus (very slight wear to decal) in a good plus to excellent blue carded picture box with colour folded leaflet. **Sold for £130, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, silver, red seats and trim, flat spun hubs (accessory pack applied) and racing No.1. Excellent lovely a bright example in a fair blue carded picture box with colour folded leaflet. **Sold for £70, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, red, cream seats, silver trim, flat spun hubs and racing No.7. Good bright example in a good blue carded picture box with colour folded leaflet. **Sold for £150, Vectis Auctions, January.**



■ Corgi Toys 151A Lotus Mark 11 Le Mans Racing Car, blue, red seats, silver trim, flat spun hubs, figure driver and racing black No.7 red, white and blue stripe. Good plus still a bright example in a good to good plus yellow and blue carded picture box. **Sold for £90, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, drab light blue, red seats, silver trim, flat spun hubs and racing No.1. Excellent plus in a fair to good (complete) blue carded picture box with collectors club folded leaflet. **Sold for £90, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, silver, red seats and trim, flat spun hubs and racing No.3. Good plus to excellent lovely a bright example in a fair blue carded picture box with colour folded leaflet. **Sold for £40, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, silver, red seats and trim, flat spun hubs Accessory pack applied to 3 x hubs and racing No.1. Good plus bright example in a fair (complete) to good yellow and blue carded picture box with collectors club folded leaflet. **Sold for £40, Vectis Auctions, January.**



■ Corgi Toys 152 BRM Formula 1 "Grand Prix" Racing Car, dark green, silver interior and trim, flat spun hubs and racing No.3. Excellent in a good blue carded picture box with harder to find pink collectors club folded leaflet. **Sold for £120, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, turquoise-blue, red seats, silver trim, flat spun hubs and racing No.3. Good plus (still a bright example) in a fair (complete) blue carded picture box with collectors club folded leaflet. **Sold for £80, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, red, cream seats, silver trim, flat spun hubs and racing No.1. Good plus (couple of small marks on sides) bright example in a good blue carded picture box with harder to find pink collectors club folded leaflet. **Sold for £150, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, silver, red seats and trim, flat spun hubs and racing No.3. Excellent lovely bright example in a good plus yellow and blue carded picture box with collectors club folded leaflet. **Sold for £80, Vectis Auctions, January.**



■ Corgi Toys 152 BRM Formula 1 "Grand Prix" Racing Car, green, silver interior and trim, flat spun hubs and racing No.1. Excellent in a fair to good blue carded picture box with collectors club leaflet. **Sold for £50, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, drab light blue, red seats, silver trim, flat spun hubs and racing No.7. Excellent plus lovely a bright example in a good blue carded picture box with colour folded leaflet. **Sold for £120, Vectis Auctions, January.**



■ Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car, dull red, cream seats, silver trim, flat spun hubs and racing No.3. Good bright example in a good blue carded picture box with colour folded leaflet. **Sold for £100, Vectis Auctions, January.**



■ Corgi Toys 152 BRM Formula 1 "Grand Prix" Racing Car, green, silver interior and trim, flat spun hubs and racing No.7. Good plus to excellent in a fair (slightly grubby) blue carded picture box. **Sold for £70, Vectis Auctions, January.**



■ Corgi Toys 152S BRM Formula 1 "Grand Prix" Racing Car, turquoise, silver inter and trim including nose, figure driver, flat spun hubs and racing No.1. Good plus to excellent in a good plus displays well blue and yellow carded picture box with collectors club folded leaflet. **Sold for £70, Vectis Auctions, January.**



■ **Corgi Toys 152S BRM Formula 1 "Grand Prix" Racing Car**, turquoise, silver inter and trim including nose, figure driver, flat spun hubs and racing No.3. Excellent in a good plus displays well blue and yellow carded picture box with collectors club folded leaflet and hub decal accessory sheet. **Sold for £80, Vectis Auctions, January.**



■ **Corgi Toys 152S BRM Formula 1 "Grand Prix" Racing Car**, turquoise, silver inter and trim including nose, figure driver, flat spun hubs and racing No.7. Good plus (slight wear to racing decal) in a good plus displays well blue and yellow carded picture box. **Sold for £45, Vectis Auctions, January.**



■ **Corgi Toys 153 Proteus-Campbell Record Car**, blue body with red rear flashes, chrome spun hubs with black tyres, figure driver and "Union Jack/USA" flag decals. Near mint in a excellent blue and yellow carded picture box with collectors club folded leaflet. **Sold for £80, Vectis Auctions, January.**



■ **Corgi Toys 153A Proteus-Campbell Record car**, blue body with red rear flashes, black plastic wheels, figure driver and harder to find 2 X "USA" flag decals. Near mint lovely example in a good plus blue and yellow carded picture box with collectors club folded leaflet. **Sold for £90, Vectis Auctions, January.**



■ **Corgi Toys 154 Ferrari Formula 1 "Grand Prix" Racing Car**, red body with silver base, chrome trim, figure driver, spun hubs and racing No.36. Excellent in a good plus blue and yellow carded picture box with collectors club folded leaflet. **Sold for £70, Vectis Auctions, January.**



■ **Corgi Toys 154 Ferrari Formula 1 "Grand Prix" Racing Car**, red body with silver base, chrome trim, figure driver, spun hubs and racing No.36. Excellent in a good blue and yellow carded picture box with collectors club folded leaflet. **Sold for £90, Vectis Auctions, January.**



■ **Corgi Toys 155 Lotus Climax Formula 1 Racing Car**, green body, figure driver, spun hubs and yellow racing No.1 Stripe and side decals. Excellent (very slight wear to decals) in a excellent blue and yellow carded picture box with French original shop label on end and collectors club folded leaflet. **Sold for £50, Vectis Auctions, January.**



■ **Corgi Toys 156 Cooper Maserati Formula 1 Racing Car**, dark blue body and base, figure driver, cast hubs and racing No.7. Good plus still a bright example in a good plus blue and yellow carded picture box. **Sold for £40, Vectis Auctions, January.**



■ **Corgi Toys 158 Lotus Climax Formula 1 Racing Car**, two-tone orange and white, figure driver, cast hubs and racing No.8 black and stripes and side labels. Good plus to excellent (some small chips on front edges) in a near mint blue and yellow carded picture box with inner packing piece and correct instruction/collectors club folded leaflet. **Sold for £60, Vectis Auctions, January.**



■ **Corgi Toys 159 Cooper Maserati Formula 1 Racing Car**, two-tone yellow and white, figure driver, cast hubs and racing No.3 stripe and side labels. Good plus to excellent in a good plus blue and yellow carded picture box with inner packing piece and correct instruction/collectors club folded leaflet. **Sold for £45, Vectis Auctions, January.**



■ **Corgi Toys 200 Ford Consul Saloon**, cream body, silver trim and flat spun hubs. Good to good plus in a good blue carded picture box with colour folded leaflet. **Sold for £60, Vectis Auctions, January.**



■ **Corgi Toys 200 Ford Consul Saloon**, two-tone pale grey over green, silver trim and flat spun hubs. Excellent (couple of small marks on door protruding edges) in a good early issue blue carded picture box with colour folded leaflet. **Sold for £130, Vectis Auctions, January.**



■ **Corgi Toys 200M Ford Consul Saloon**, blue, silver trim, mechanical motor and flat spun hubs. Near mint in a good plus to excellent blue carded picture box with colour folded leaflet. **Sold for £280, Vectis Auctions, January.**



■ **Corgi Toys 201 Austin Cambridge Saloon**, turquoise, silver trim, spun hubs. Good plus in a good (slightly grubby) blue carded picture box with colour folded leaflet. **Sold for £60, Vectis Auctions, January.**



■ **Corgi Toys 201 Austin Cambridge Saloon**, two-tone silver over green and flat spun hubs. Excellent lovely bright example (couple of small black mark on inner bonnet trim) in a good plus blue and yellow carded picture box. **Sold for £110, Vectis Auctions, January.**



■ **Corgi Toys 202 Morris Cowley Saloon**, grey, silver trim and flat spun hubs. Excellent lovely bright example (couple of small marks on side) in a fair (complete) blue carded picture box with colour folded leaflet. **Sold for £60, Vectis Auctions, January.**



■ **Corgi Toys 202 Morris Cowley Saloon**, blue body, silver trim and flat spun hubs. Near mint (small factory flaw to one side) in a good plus blue carded picture box with colour folded leaflet. **Sold for £110, Vectis Auctions, January.**



■ **Corgi Toys 202 Morris Cowley Saloon**, two-tone mid-blue over very pale green, silver trim and flat spun hubs. Excellent (couple of small marks on sides) in a good olus blue and yellow carded picture box. **Sold for £200, Vectis Auctions, January.**



■ **Corgi Toys 203 Vauxhall Velox Saloon**, two-tone red over yellow, silver trim and bonnet flashes and flat spun hubs. Excellent beautiful example in a good plus to excellent blue and yellow carded picture box. **Sold for £120, Vectis Auctions, January.**



■ **Corgi Toys 204 Rover 90 Saloon**, two-tone pale grey over metallic cerise, silver trim and flat spun hubs. Excellent plus beautiful bright example in a good to good plus blue carded picture box with leaflet. **Sold for £320, Vectis Auctions, January.**



■ **Corgi Toys 204M Rover 90 Saloon**, green body, silver trim, mechanical motor and flat spun hubs. Good plus in a fair to good (complete) blue carded picture box with leaflet. **Sold for £90, Vectis Auctions, January.**



■ **Corgi Toys 204M Rover 90 Saloon**, metallic green body, silver trim, mechanical motor and flat spun hubs. Excellent plus example in a fair to good picture box with leaflet. **Sold for £180, Vectis Auctions, January.**



■ **Corgi Toys 205 Riley Pathfinder Saloon**, bright red body, silver trim and flat spun hubs. Excellent plus example in a fair to good picture box with colour folded leaflet. **Sold for £70, Vectis Auctions, January.**



■ **Dinky Toys Gift set 5 "Military Vehicles"**, containing (1) 151A Medium Tank, (2) 151B Transport Wagon, (3) 152B Reconnaissance Car, (4) 153A Jeep and (5) 161B Mobile Anti-craft Gun - all green including rigid hubs where applicable. Generally excellent to excellent plus couple of small marks on edges in a good plus lift off lid box with paper label. **Sold for £1,000, Vectis Auctions, January.**



■ **Dinky Toys Military Trade pack 30S Austin Covered Wagon**, containing 6 x examples finished in green including metal tilts and rigid hubs with black smooth tyres, metal tow hook. Conditions are generally good plus to excellent plus all display superbly in a good plus to excellent yellow lift of lid trade box. **Sold for £420, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-war 37C "Royal Corps Of Signals" Despatch Rider**, containing 6 x examples finished in green with dark tan rider and black wheels. Conditions are generally good plus still nice bright example in a good (some fading) blue lift of lid trade box with correct inner packing piece. **Sold for £520, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-war 37C "Royal Corps Of Signals" Despatch Rider**, containing 6 x examples finished in green with tan rider and black wheels. Conditions are generally fair to good in a good plus buff lift off lid trade box with yellow end label and dividers. **Sold for £500, Vectis Auctions, January.**



■ **Dinky Toys Military trade Pack 139AM (675) Ford Sedan "Staff" Car**, containing 6 x examples finished in green including rigid hubs with black smooth tyres, white star decal on roof and small baseplate lettering. Conditions are generally good plus to excellent plus - all are lovely bright examples that display well in a good plus yellow lift off lid trade pack with dividers and red/black "Hudson Dobson" label. **Sold for £540, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-war 151 "Royal Tank Corps" set**, set to include (1) 151A Medium Tank, (2) 151B Transport Wagon with figures (3) 151C Cooker trailer and (4) 151D Water Tanker. Conditions are generally good plus nice bright examples in a fair to good blue lift off lid presentation box. **Sold for £160, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-war 152 "Royal Tank Corps" set**, to include (1) 152A Light Tank, (2) 152B Reconnaissance Car and (3) 152C Austin Open Car with figure. Conditions are generally fair to good in a good blue presentation box. **Sold for £130, Vectis Auctions, January.**



■ **Dinky Toys Military trade Pack 152A Light Tank** containing 6 x examples, green including rollers with metal tracks and aerials. Conditions are generally good plus still all lovely bright examples in a good plus buff lift off lid trade box with dividers. **Sold for £520, Vectis Auctions, January.**



■ **Dinky Toys Military trade Pack 153A Jeep** containing 6 x examples, 4 x green including rigid hubs with black smooth tyres, and white star decals plus 2 x drab green. Conditions are generally good to good plus still nice bright examples in a good (slightly grubby) buff lift off lid trade box. **Sold for £360, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-war 156 "Mechanised Army" Set**, this rare issue contains 151a Medium Tank; 151 Transport Wagon; 151c Cooker Trailer; 151d Water Tank Trailer gloss green, 152a Light Tank; 152b Reconnaissance Car; 152c Austin Seven Car; 161a Searchlight Lorry; 161b Anti-Aircraft Gun; 162a Light Dragon gloss green and 162c Quick Firing Field Gun - all vehicles are finished in green with smooth hubs, black wheels and metal tracks (unless stated). Overall condition is generally good to good plus still lovely bright examples that display well, carded base and box is generally good, lift off lid is Fair (does have some stains) - still a bright example of a hard to find to issue. **Sold for £1,100, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-War 161 "Mobile Anti-Aircraft Unit"**, to include 6-Wheeled Lorry with searchlight, smooth hubs, gloss green and Anti-Aircraft gun - green, smooth hubs. Generally good bright examples in a good lift off lid box. **Sold for £100, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-War 162 "Field Gun Unit"** to include Light Dragon Tank, Trailer and Field Gun, finished in green with smooth hubs where applicable. Generally good to good plus in a good to good plus blue presentation lift off lid box. **Sold for £110, Vectis Auctions, January.**



■ **Dinky Toys Military Trade pack 162 Field Gun Unit**, to include 3 x examples - Light Dragon Tank, Trailer and Field Gun (one fitted with treaded tyres) - all finished in green. Generally good plus in a good buff lift of lid trade box with yellow end label. **Sold for £300, Vectis Auctions, January.**



■ **Dinky Toys Military Trade pack 162 Field Gun Unit**, to include 3 x examples - Light Dragon Tank, Trailer and Field Gun all fitted all finished in green with smooth tyres. Conditions are generally excellent to near mint in a good plus yellow lift of lid trade box with red/black "Hudson Dobson" label. **Sold for £280, Vectis Auctions, January.**



■ **Dinky Toys Military 341 Land Rover Trailer**, dark green including rigid hubs with treaded tyres, and metal hook. Excellent overall in a good 341 (27M) yellow and red carded picture box with mid-green colour spot. **Sold for £140, Vectis Auctions, January.**



■ **Dinky Toys Military 669 Jeep "US"**, green including rigid hubs with black smooth tyres, metal tow hook and white star decal on bonnet and sides. Excellent in a fair plain yellow and red carded box. **Sold for £60, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-War "Royal Tank Corps Personnel" Figure set**, to include 6 x pieces NCO, Officer and Privates. Generally good plus to excellent in a good plus lift off lid box with red/black "Hudson Dobson" label lovely example. **Sold for £100, Vectis Auctions, January.**



■ **Dinky Toys Military 150 "Royal Armoured Corps Personnel" Figure set**, to include 6 x pieces (2 x Seated). Generally excellent to near mint in a good plus to excellent green lift off lid box with paper label. **Sold for £130, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-War 160 "Royal Artillery Personnel" Figure set**, to include 6 x pieces (3 x Seated) NCO, Gun-layer and Gunners. Conditions are generally good to good plus in a good plus to wxcellent yellow lift off lid box early issue "Hudson Dobson" label. **Sold for £90, Vectis Auctions, January.**



■ **Dinky Toys Military 160 "Royal Artillery Personnel" figures set**, to include 6 x pieces (2 x Seated). Conditions are generally excellent to near mint in a good plus to excellent (slight wear to labels) green lift off lid box with paper label and black/red "Hudson Dobson" label on side. **Sold for £100, Vectis Auctions, January.**



■ **Dinky Toys Military 600 (150) "Royal Armoured Corps Personnel" figures set**, to include 6 x pieces (2 x Seated). Conditions are generally excellent to near mint in a good plus to excellent green lift off lid box with paper label and black/red "Hudson Dobson" label on side. Rare export issue set with dual numbers on ends. **Sold for £130, Vectis Auctions, January.**



■ **Dinky Toys Military 603 Army Personnel Private (seated) Figures**, to include 12 x pieces. Conditions are generally near mint to mint in a good plus yellow and green lift off lid box with inner tray. **Sold for £60, Vectis Auctions, January.**



■ **Dinky Toys Military 603 Army Personnel Private (seated) Figures**, to include 12 x piece - harder to find late issue plastic figures. All appear to be generally near mint to mint in a good yellow and green carded box. **Sold for £50, Vectis Auctions, January.**



■ **Dinky Toys Military 604 Troopers (seated) "Royal Armoured Corps" 6 x Pieces**, hard to find issue. All appear to be generally good plus to excellent plus in good green box with yellow label. **Sold for £90, Vectis Auctions, January.**



■ **Dinky Toys Military 22C Motor Truck (South African issue)**, green including rigid hubs with treaded tyres. Good plus still a beautiful example. **Sold for £190, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-war 22F Modelled Miniature Hornby Series Issue Tank**, green body with orange turret (correct Hornby Series base) with replacement tracks. Good to good plus bright example. **Sold for £360, Vectis Auctions, January.**



■ **Dinky Toys Military Pre-war 22S Motor truck with searchlight**, green including smooth hubs with black tyres. Good to good plus a bright example of an early issue. **Sold for £70, Vectis Auctions, January.**



■ **Corgi #CC99155 1/50 Scania Stobart Limited Edition Set**, featuring a unique collection of three famous trucks, curtainside trailer and booklet, certified number 1084 of 3500, boxed. **Sold for £25, Sheffield Auction Gallery, January.**



■ **Vitesse 1/43 scale diecast model Peugeot 106 Roland Garros Paris**, limited edition 4046/4500, boxed. **Sold for £18, Sheffield Auction Gallery, January.**



■ **Dinky Supertoys Toys 948 Tractor Trailer McLean**, overall good plus, chipping to raised areas to cab especially to hook area, trailer unbroken with all transfers. **Sold for £50, Sheffield Auction Gallery, January.**



■ **Corgi No.497 Man From UNCLE Thrushbuster**, blue model, overall excellent and working, complete with Waverly Ring, boxed, outer and insert very good, missing paperwork and packing pieces. **Sold for £100, Sheffield Auction Gallery, January.**



■ **Matchbox Moko Lesney No.74 Mobile Canteen**, silver/light blue base, plastic wheels, overall excellent, boxed, very good. **Sold for £35, Sheffield Auction Gallery, January.**



■ **Corgi No.261 original James Bond Aston Martin DB5**, gold, overall model excellent. All working, boxed outer and insert very good, secret instruction in tact with extra 'Baddy', opened. **Sold for £130, Sheffield Auction Gallery, January.**



■ **Corgi Toys No.448 BMC Mini Police Van with Tracker Dog**, overall excellent, original elastic band current part struck to the roof, complete with figures, boxed with insert, slight tear to one end flap. **Sold for £65, Sheffield Auction Gallery, January.**



■ **An original Corgi No.256 Volkswagen Beetle 1200 in East African Safari Trim**, overall excellent, complete with rhino, boxed, including very good insert and steering instruction ring, slight crushing to outer box. **Sold for £90, Sheffield Auction Gallery, January.**



■ **Corgi No.224 Bentley Continental Sports Saloon**, 2 tone over 'Olive', overall very good, minor chips to rear boot edges, boxed, slight crushing to box. **Sold for £35, Sheffield Auction Gallery, January.**



■ **Corgi No.252 Rover 2000 in blue**, overall very good plus/excellent, slight mark to the bonnet, boxed, small 'stain' to one side of the box. **Sold for £40, Sheffield Auction Gallery, January.**



■ **An original Corgi No.472 Land Rover Public Address Vehicle**, overall very good plus/excellent, chip noted to the front bumper, complete with figures, unbroken, boxed, seam tear to part of one end flap. **Sold for £80, Sheffield Auction Gallery, January.**



■ **An original Corgi Toys No.266 Chitty Chitty Bang Bang**, overall model appears complete and unbroken, minor signs of wear, 'cloud' plastic insert in tact, boxed, slight crushing to box and splits in cellophane. **Sold for £80, Sheffield Auction Gallery, January.**



■ **An original Corgi Toys No.811 James Bond Moon Buggy**, appears complete/unbroken and the hatch operates, some signs of wear, boxed crushing/small tears to the box. **Sold for £85, Sheffield Auction Gallery, January.**



■ **An original Corgi Gift Set 40 'The Avengers' with Steed Vintage Bentley and Peel Lotus Elan 52**, red Bentley overall models very good plus. Emma Peel figure intact/missing umbrellas, boxed, slight crushing, seam splits to inner, corner tear to outer, missing packing pieces. **Sold for £150, Sheffield Auction Gallery, January.**



■ **A boxed Dinky Toys #357 Star Trek 'Klingon' Battle Cruiser**, 7 plastic missiles (damaged), transfer sheet present, crushing / creasing to box noted. **Sold for £35, Sheffield Auction Gallery, January.**



■ **Corgi Pinder Circus Gift Set No.48**, contents appear in very good condition overall, one piece of the cardboard crowd scene is missing. The box is fair with some creasing and wear. **Sold for £35, British Toy Auctions, January.**



■ **Limited Edition Corgi Aviation Archive AA33420 Westland Sea King HAR.Mk 3, RAF No.22 Sqn, HRH Prince William, RAF Valley, Anglesey, 2010.** The model appears to be in mint condition, and comes with accessories, stand and Corgi Collector Card. The model is presented within an excellent lift off lid box with some minor storage wear. **Sold for £40, British Toy Auctions, January.**



■ **A boxed Limited Edition 1/72 scale Corgi Aviation Archive AA36410 Panavia Tornado FGR.4 ZJ924, RAF IX (B) Sqn, Lossiemouth, Moray Scotland, May 2019 'The Green Bats Keep Flying'.** The model appears to be in mint condition and comes with accessories and stand, plus certificate which numbers the model 259 of 1000 produced. Box appears excellent with some minor wear. The model is unchecked for completeness. **Sold for £40, British Toy Auctions, January.**



■ **A boxed Limited Edition 1/72 scale Corgi Aviation Archive AA34212 Chinook HC1B, ZA705/EZ, 7 Sqn, Beirut, Lebanon 1983.** The model appears to be in mint condition and comes with accessories and stand, plus certificate which numbers the model 97 of 1200 produced. Box appears excellent with some minor wear. The model is unchecked for completeness. **Sold for £35, British Toy Auctions, January.**



■ **A boxed 1/50 scale Corgi Heavy Haulage #CC13209 Limited Edition DAF XF Ballasted Tractor, Nicolas Bogies & Load 'TSL Vanguard (Heavy Haulage) Ltd.'** The model appears in excellent condition with certificate and loose and bagged parts / mirrors. Very good box. **Sold for £70, British Toy Auctions, January.**



■ **A boxed Limited Edition 1/72 scale Corgi Aviation Archive AA33622 Panavia Tornado Gr.1 ZA591/FN, RAF 16 Sqn, 75th Anniversary Scheme, Mildenhall Air Fete, Suffolk May 1990.** The model appears to be in Mint condition and comes with accessories and stand, plus certificate which numbers the model 772 of 1000 produced. Box appears Very Good with some general wear including a scuff to one corner. The model is unchecked for completeness. **Sold for £35, British Toy Auctions, January.**



■ **A boxed Limited Edition 1/72 scale Corgi Aviation Archive 'Centenary Collection Model no.2' Eurofighter Typhoon T.3 ZK380, 2 Sqn RAF Lossiemouth, Moray Scotland.** The model appears to be in mint condition and comes with accessories and stand, plus certificate which numbers the model 192 of 1300 produced. Box appears very good with some general wear. The model is unchecked for completeness. **Sold for £30, British Toy Auctions, January.**



■ **A boxed Limited Edition 1/72 scale Corgi Aviation Archive AA39802 Panavia Tornado F3, ZG757, 43(F) Sqn 90th Anniversary Scheme RAF Leuchars Scotland 2006.** The model appears to be in mint condition and comes with accessories and stand, plus certificate which numbers the model 811 of 1500 produced. Box appears very good with some general wear. **Sold for £30, British Toy Auctions, January.**



■ **A boxed Limited Edition 1/72 scale Corgi Aviation Archive AA36407 2' Eurofighter Typhoon TFGR.4 ZK349 Battle of Britain 75th Anniversary Scheme.** The model appears to be in excellent slightly display dusty condition and comes with accessories and stand, plus certificate which numbers the model 1161 of 2000 produced. Box very good with some general wear. **Sold for £30, British Toy Auctions, January.**



■ **A boxed Limited Edition 1:72 scale Corgi Aviation Archive AA33406 Westland Sea King HU.5 771 Sqn, RN, RNAS Culdrose Cornwall.** The model appears to be in near mint condition and comes with accessories and stand, plus certificate which numbers the model 1723 of 2900 produced. Box fair plus - good with some storage related wear. **Sold for £30, British Toy Auctions, January.**



■ **A limited edition Corgi Heavy Haulage DAF XF Super Space Cab, King Trailer & Locomotive Load 'Allely's Heavy Haulage Ltd.' #CC13203.** Appearing in excellent condition with mirrors and no certificate, in a good box with light wear and sun bleaching. **Sold for £80, British Toy Auctions, January.**



■ **A boxed limited edition Corgi The Scammell Story six model set #CC99140.** Items appear mint with accessories to fit and a certificate, the box is very good. **Sold for £75, British Toy Auctions, January.**



■ **A boxed Corgi Heavy Haulage Limited Edition #CC12810 Scania Topline 5 Axle King Trailer & Boiler Load 'Sandy Kydd Transport Ltd.'** The set appears to be in excellent condition with certificate and mirrors. Housed within excellent inner polystyrene, presented within an excellent box with some minor wear. **Sold for £65, British Toy Auctions, January.**



■ **A boxed Universal Hobbies #UH2690 Massey Fergusson TE 20 The Little Grey.** 1/16 scale appearing in very good condition housed in excellent Polystyrene and a good outer box with some storage wear. **Sold for £65, British Toy Auctions, January.**

Dear Editor

FOLLOW US AT  @ccofgb  @CollectorClubGB  CollectorsClubOfGreatBritain  CollectorsClubofGB

MAKE LUNCH...

I really enjoyed the Garfield article in the December 2023. I had never heard of this range, although I built plenty of 1/72nd scale ESCI kits - aircraft and AFVs. I recall seeing something, a bag perhaps, with Garfield dressed as a 1960s hippy, holding the usual protest placard. But his read 'Make Lunch, Not War'. There was a cat who had his priorities straight.

The information on the *Matchbox Activity Book* was very interesting too. I know Hot Wheels do a lot of this sort of thing, but this 1979 Matchbox book was news to me.

On to January 2024. The article on collecting from a female perspective was most interesting. At most of the model collecting fairs I have attended here in Auckland, most of those present could be described as middle aged to elderly men (I am

62, so I guess that includes me).



But at the last couple of fairs I have noticed two things. The crowds seem to include more younger collectors, even a few children; and considerably more women. They seem to be buying for themselves, rather than just being dragged along by a husband or boyfriend. That is certainly a good thing for the hobby, more collectors, more sales for model companies, and more happy people.

I am doing my bit, as a very good friend has been the recipient of some Hot Wheels Star Car models. I hope to turn her in to a diecast collector.

It was also great to see an index for 2023. Finding an old article you saw somewhere can be time consuming, if you have to hunt through several dozen back issues. This makes it much easier, so thank you for doing it for us!

Anything on Gerry Anderson is most welcome. I grew up watching all his shows, from Stingray onwards (I think that was the first GA series to screen in New Zealand). I

have just about everything on DVD, certainly all the Supermarionation shows.

Paul Adams, Australia

ED Glad we could help!

FOREIGN THOUGHTS

I admit that I have not been following the British political landscape attentively (mainly because I don't reside in the UK) but as one who has been into collecting on the international circuit for a long time I sense I'm entering a descent into Death Valley over sourcing models from outside the States, and from Europe in particular. I get the vibes that it seems shipping overseas has suddenly become a major red-tape and big cost issue. Inclinations fuelled by what I read into the demise of yet another source well-known to me by the name of Hattons.

Similar patterns seem to bug the sorts of arrangements I used to enjoy with fellow collectors in a willingness to source and ship models in either direction on a friendly reciprocal footing. I'll be up-front in admitting that USPS has added damage to this by no longer handling budget cost shipping that enabled us individuals to undercut the ebay premium service tariffs and send out parcels under the customs radar as gifted parcels. However it seems fewer collectors are willing to play this reciprocal arrangement from UK as well telling me the Brexit administration arrangements are just too much to be bothered to get their heads around. At the same time incoming shipments are I'm told now far more likely to attract not only taxation but expensive handling charges. End result being collectors no longer entertaining the risks involved. Or am I misinformed over these things and the reality is shipment within the European continent is still much as it was?

Second point. So is it the packaged model or the model itself that warms the heart? I check out lots of different groups on Facebook and see massive displays of collections. Presentation styles of which somehow influenced by unwritten national culture trends. Large showcased 1/18 displays seem to characterise many European postings whilst banks of bubble packaged 1/64 in unlimited arrays of color could be said to be characteristic closer to home. I guess my joy is to look across my home office and see unboxed or unpackaged diecasts on the display case shelves. A sight that puts a grim on my face when I need a lift. Yet I would not get the same hit if they were encased in plastic packaging and hung in rows on a board. Every one to their own I guess but I am curious to know what the average Brit' collectors choose to do.

Mark Pazos, email

ED Get in touch with what you make of Mark's comments...

DIORAMA MEMORIES

As usual I had great pleasure in reading Brian Gower's article in the recent November 2023 issue of *Diecast Collector*. I was particularly interested in his reference to the 1960 crash of Donald Campbell's "Bluebird" car on the salt flats of Bonneville, Utah (USA).

I am including here photos of a small diorama I made of the crash scene from 1960. Models used include the Corgi Toys Bluebird car (with damage), the small Commer van with period BP decals is an early Matchbox model. The blue Land Rover with "Bluebird Land Speed Record" lettering is by Oxford Diecast.

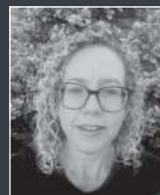
John Comber, Melbourne Australia.

ED This is great to see, thank you for sharing!



EMAIL YOUR LETTERS AND QUESTIONS TO CATHY AT:
CollectingEditorial@warnersgroup.co.uk

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



SHARING KNOWLEDGE

I don't expect you will publish this letter but I thought I'd write anyway. I have been a reader of the *Collectors Gazette* and of *Diecast Collector* for some years and I always look forward to the latest edition. What intrigues me is the difference between the two. The *Gazette* covers a huge range of toys yet rarely is there any comment from readers on the contents. In comparison, the *Diecast Collector* always seems to attract plenty of correspondence, a percentage of which I would call "nit-picking". I'm always open to adding to my store of knowledge and I fully accept that there will always be someone out there who knows more than I do. However, imparting words of wisdom can be done diplomatically; I really feel there is no need for readers to get on a hobby horse and take the high moral ground over what, at bottom, is an interest that is no different from stamp or postcard collecting.

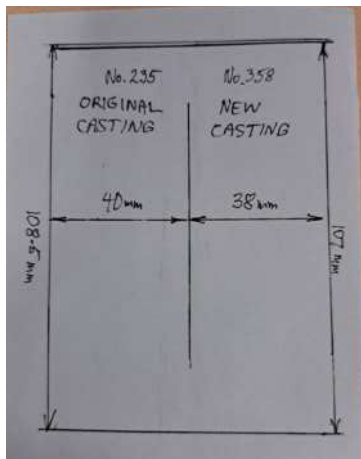
As an aside, I have to congratulate you on coming up with such interesting articles and features, month on month. It can't be easy!

Gareth Jones, Newport, Wales

ED Thank you Gareth. I'm glad that you are enjoying the magazines, and the subjects contained within them.



CMC MODEL SIZING ISSUES CONTINUED



Further to my letter concerning the size of the Oldsmobile HQ Staff car (see the February 2024 issue), the original casting to which I compared the new model was the Oldsmobile Super 88 (No.235) from 1962 upon which the original Sheriff's car, Man from Uncle and HQ Staff car were all based.

In Suzy Cooper's photo, the original Sheriff's car is bigger than the two CMC models – just look at the passenger compartments. I have re-

measured and here is my diagram (above).

Brian Gower, Bridport

ED I can see that this might rumble on! It might be worth you getting in touch with Corgi Model Club directly and see if you can get to the bottom of this issue.

WHAT'S IN A NAME?

I was really interested in the Top Models of 2023 last month not only because of the choices but perhaps more significantly to me the general impressions those five pages gave me. They seemed (setting you aside) to convey distinct gender balance and age demographics. Before my letter gets consigned to your recycling bin or if published gets me bombarded with irritated responses I should very quickly add these are not 'ist'ish observations but ones of curiosity.

Possibly they are also fuelled by the sorts of regular features I see in *Diecast Collector* since becoming a reader. Many seem to revisit the treasured delights of childhood from eras which for me are pre-history.

As a girl and as far back as I can remember I was into cars and vehicles of all sorts. But for me (in my childhood era of the early 1990s) many of my favourite toy ones were from Playmobil. I was delighted when the "Famous Cars" series was launched two or three years ago models from which now bolster my modest but eclectic little collection of cars. I guess though that as they and my other childhood favourites including LEGO are made of plastic they don't really fall within the scope of a magazine having the title suggesting an emphasis on cars made from metal. I feel this is a shame because although the contemporary Playmobil cars are not I guess attractive to "serious" car fans, they are still adorable caricatures and have a lot going for them. Or is it about the material they are made from leaves them as not taken seriously?

I am left feeling perplexed. I don't quite understand what the models your contributors call "sealed resin" are all about because if I am right they are not made of metal yet they get page space whereas plastic seems shunned. Or is it time to rethink the magazine's title as part of your very much welcomed freshening up of its presentation style – which I will risk the wrath of male readers by observing that it did need that woman's touch!

Michelle Davey, email

ED Some interesting observations there, thank you. Hopefully you will see more of a balance in topics over the coming months – something for all our readers, both male and female!

HOW MUCH?

As a child of the 1950s I, along with all my friends, played with our toy cars and lorries in the garden. We gave little thought to boxes and didn't worry about chipping paintwork. Fast forward to 2024 and I am amazed at the prices realised at auctions for these same toys. I know, I know, I should have kept mine but they went to the boy next door (I would quite like to track him down, after all these years!).

Needless to say, on a pension, most of these memorable toys are now out of my reach. Equally, when I read the new releases pages and see models retailing at hundreds of pounds, I have to wonder whether this is not becoming a rich man's hobby. And, will these same expensive models still be as valuable in, say, 50 years from now? I guess it all comes down to whether you buy for pleasure or for investment?

James Alexander, Hitchin, Hertfordshire

ED A good question James! Why do we spend so much?

TOYFAIR TIMES

FAIRS

3 FEBRUARY

- **Musselburgh**, Jim Corr, 07504 035955

4 FEBRUARY

- **Rayleigh**, SRP Toy Fairs, 07739 998012 / 07498 912091
- **St Ives**, J & J Fairs, 01522 880383
- **Malvern**, Bulldog Fairs, 07379 578083

8 FEBRUARY

- **Theydon Bois**, Joe Lock, 07866 641215 or 07810 513576

11 FEBRUARY

- **Bowburn**, Bowburn Toy & Train Collectors Fair
- **Haydock Park**, Tony Oakes, 01270 652773 / 07825 631323
- **Kempton Park**, RM Toys, 023 92 262446 or 07957 823507
- **Oxford**, Toy Train Collectors Fairs, 01869 347489

13 FEBRUARY

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

17 FEBRUARY

- **Exeter Matford**, Bulldog Fairs, 07379 578083

- **Maidstone Vintage**, Mike Spencer, 01622 298159 or 01732 840787

25 FEBRUARY

- **Gateshead**, Jim Corr Toy and Train Fairs, 07504 035955
- **Needham Market**, Stowmarket Model Railway Club, enquiries@stowmarket.club

27 FEBRUARY

- **Garstang**, Kevin Wright, 07908 494097

3 MARCH

- **Worthing**, SRP Toy Fairs, 07739 998012 / 07498 912091

10 MARCH

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

AUCTIONS

24 FEBRUARY

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

20 MARCH

- **Warwick**, Warwick and Warwick, 01926 499031

23 MARCH

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

presenting the 54th Elsecar **Toy & Train Fair**
Tuesday 13th February
 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

TOY, TRAIN & SCI FI FAIR
GATESHEAD STADIUM
 Nelson Road, Gateshead, Tyne and Wear, NE10 0EN 10am-3pm
Sunday 25th February
 • 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

Steve Clements Fairs
WIMBORNE Toy Fair
Sunday 3rd March 2023
 Queen Elizabeth Leisure, Blandford Road, BN21 4DT
 10am - 2pm | Free Parking | £2 adults | 100+ table show
 01380 725322 / 07732 330305
 stevedevizes@aol.com

STOWMARKET MODEL RAILWAY CLUB
TRAIN & MODEL FAIR
 10AM - 2:30PM
SUN 25TH FEBRUARY 2024
 Needham Market Community Centre, IP6 8BB
 TRADE STANDS • CLUB LAYOUTS • INFORMATION TABLE
 REFRESHMENTS • £2.50 ENTRY, ACCOMPANIED UNDER 12S FREE
 For more details: enquiries@stowmodelrail.club

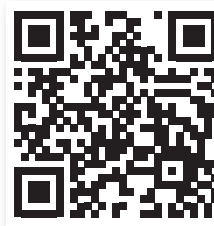
Subscribe and enjoy *Diecast Collector* on the go - anywhere, anytime, from just £4 an issue!

Download easily, instantly & directly to your chosen digital device!



SAVE OVER
20%
 when you go digital

Scan the QR code or go to **https://pktmags.com/DCPocketMags**



Your chosen term will automatically renew unless auto-renew is cancelled in your subscription area 24 hours before the end of the current subscription.

pocketmags GB

TOY COLLECTORS PRICE GUIDE 2024
 YOUR COPY OF **TOY COLLECTORS PRICE GUIDE 2024 TODAY!**

- ✓ Diecast vehicles
- ✓ Model railways
- ✓ Tinplate toys
- ✓ Toy soldiers
- ✓ TV and film memorabilia
- ✓ Auction results

Simply scan the QR code below or call **01778 392006** today

CLASSIFIEDS

HAMPSHIRE

CHURCH STREET MODELS

01256 358060 358060

10A Church Street, Basingstoke, Hants, RG21 7QE
Closed Tuesdays (not Dec), Sundays & Bank Hols
PLEASE NOTE: We are closed from 22nd - 27th June 2023

Diecast cars, commercials, WW2 tanks & planes from Base, Britbus, Classix, CMN, Corgi, Dragon, EFE, Minichamps, Oxford and more.

Use our secure online shop or visit in person.
Tel: 01256 358060

www.churchstreetmodels.co.uk

WANTED

COLLECTIONS OF DINKY, Corgi and other diecast cars, lorries and tractors etc, any condition, large or small collections, anything considered.

Tel: 01264 773018 or 07860 629009 (Hants)

WEST MIDLANDS

SPRINGHILL MODELS

Stockists of
• **OXFORD** • **IXO** • **GREENLIGHT**
• **SCHUCO** & others

4 Springhill Lane • Penn • Wolverhampton WV4 4SH
01902 341302
Thursday to Saturday 10am - 4pm
Email: pete@springhillmodels.co.uk
Web: www.springhillmodels.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

MonkBar Model Shop

Established 1963

Find us by Monk Bar
Only 2 minutes from
York Minster

2 Goodramgate
York - YO1 7LQ
01904 659423
Open Monday - Saturday 9am - 5pm

**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

LANCASHIRE

REPRODUCTION BOXES

We do not claim that our repro boxes are the best available anywhere in the world but our customers keep telling us that they are! They certainly make an excellent companion to your restored or mint model that has lost its original box.

See our website at: www.dinkyboxes.com
E-mail: robb@dinkyboxes.com

CHECK OUT FOR YOURSELF WHAT OUR CUSTOMERS ARE SO EXCITED ABOUT
See us at Sandown Park and N.E.C. Toy Fairs. Tel:- 01204 845279
DRRB, 1 Morris Fold Drive, Lostock, Bolton, Lancs. BL6 4DZ

ONLINE

HCClassicDieCast

At HC DieCast we specialise in selling the best of premium quality pre-owned and new diecast models

Stockists of
Bburago, Maisto, Corgi, Dinky, IXO, Norev, Minichamps, Vanguards, Vitesse etc.

For more details visit: www.hcclassicdiecast.com

Join the club today

Sign up at ccofgb.uk/register

BENEFITS OF JOINING...

- Receive free newsletters
- Get the latest news and collecting reviews
- Exclusive competitions
- Be the first to hear about events and deals
- In-depth articles





A FEMALE PERSPECTIVE

Hazel Ralston considers the world of model collecting, through different eyes...

My first car...in miniature

I was extremely excited when I saw a 1967 Singer Chamois coupe, registration number MGG647E advertised for sale in a local newspaper in 1973. I was twenty years old and had been having driving lessons for some time so I thought it would be useful to have a car on which I could practice. The price was right – £250 – but I hadn't a clue what a Singer Chamois coupe was! When I went to see it I was overjoyed, as it was a lovely small car in a beautiful metallic turquoise.

I ran it for about five years, though I can't say it gave me trouble-free motoring. There were several breakdowns, the first one being when the car just wouldn't go. This was quickly sorted when I phoned the mechanic who came out and, after a quick look at the engine, said, "Hazel, you have to put petrol in the car!" Over the years, I learned that it was wise to carry a bottle of water in the front luggage compartment so that I could top up the radiator when it became overheated.

Sadly, the day came when I had to part with the Singer. It had been stolen and left lying in a street miles from where I lived. The thieves had put dirt in the petrol tank and this led to countless problems.

About fifteen years later, I began to think that it would be rather nice to have a model of my first car. Finding one proved to be far more difficult than obtaining the real car. Some manufacturers had modelled the Hillman Imp, but the coupe versions – the Imp Californian, Singer Chamois Sunbeam Stiletto – were overlooked, perhaps because toymakers felt that these were too similar to the saloon.

However, one year, when visiting a toy fair in Dundee I spotted a model of a Hillman Imp Californian in mint and boxed condition. Obviously, I had to have

it. This was a Hong Kong plastic model with a friction motor, and came in a box that carried the Telsalda brand name. Fortunately, at that time Hong Kong plastic models were not as sought after by collectors as they are now and I got it for a reasonable price, as the seller just wanted rid of it. True, the Telsalda represented an Imp and not a Chamois, and the light blue colour wasn't the same as my real car, but at least it was a step in the right direction.

Subsequently, some white metal hand-built coupe models appeared, but these were very expensive. Then, in the 1990s, tastes in the diecast market changed. As the years moved on, people started to look back nostalgically at cars made in the sixties and seventies, a gap in the market fully exploited by Corgi Classics and Vanguards. Eventually, the very thing I'd been looking for appeared in the Vanguards range – a Singer Chamois which, as a bonus, came in just the right metallic turquoise shade. The picture on the box showed the car with a black vinyl roof, a popular feature at the time, but this wasn't fitted on MGG647E and, fortunately, the



model inside the box didn't have one either.

Here's a thought: I recently saw someone on eBay asking £400 for the Telsalda model – that's £150 more than I paid for the real one in 1973. And don't bother entering MGG647E into the DVLA search site – it was scrapped long ago! ■





Exclusive

BMW 2002 turbo, 1973
Nr. 265070 69.95 €



Ford Puma Rally1,
Rally Sweden, P-L. Loubet,
N. Gilsoul, 2023
Nr. 265191 72.95 €

MODEL CAR
GROUP
1:18



Rolls Royce Silver Cloud III
Flying Spur H.J. Mulliner, 1965
Nr. 266381 64.95 €



Opel Kadett C Coupe SR, 1975
Nr. 238397 64.95 €



Exclusive

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



Audi Coupe GT, 1980
Nr. 259728 64.95 €



Porsche 911 (997) RWB Old
& New, Rothmans, 2020
Nr. 259470 69.95 €



Opel Diplomat B, 1972
Nr. 262692 64.95 €



Saab 900 GL, 1981
Nr. 260253 64.95 €



Mercedes W124 Tuning, 1986
Nr. 265112 64.95 €



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



BMW 2002 Alpina, 1973
Nr. 265071 69.95 €



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



Lotus Ford 79, Formel 1,
C. Reutemann, GP Argentinien, 1979
Nr. 260058 64.95 €



Renault RS10, Formel 1,
R. Arnoux, GP Great Britain, 1979
Nr. 253532 64.95 €



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

ixo
MODELS
1:18



Ford Escort MK I RS 1600,
T. Mäkinen, H. Liddon,
1000 Lakes Rally, 1974
Nr. 263358 72.95 €



Skoda Felcia Kit Car,
S. Blomqvist, B. Melander,
RAC Rally, 1995
Nr. 263361 72.95 €



Skoda 130 LR,
L. Krecek, B. Motl,
Rally Acropolis, 1986
Nr. 265195 72.95 €



Toyota Celica Turbo 4WD
(ST185), M. Allen, I. Kivi-
mäki, Safari Rally, 1993
Nr. 264275 72.95 €



Volvo 240 Turbo, OK,
DPM, P-G. Andersson,
Nürburgring, 1985
Nr. 256116 69.95 €

ixo
MODELS
1:43



Ford Puma Rally1,
J. Serderidis, F. Miclotte,
Rally Monte Carlo, 2023
Nr. 265199 39.95 €



Hyundai i20 N, WRC1,
C. Breen, J. Fulton,
Rally Sweden, 2023
Nr. 265212 39.95 €



Hyundai i20 N, WRC1,
T. Neuville, M. Wydaeghe,
Rally Croatia, 2023
Nr. 265579 39.95 €



Toyota Yaris, WRC1,
L. Bertelli, S. Scattolin,
Rally Sweden, 2023
Nr. 265214 39.95 €



Toyota Yaris, WRC1,
S. Ogier, V. Landais,
Rally Monte Carlo, 2023
Nr. 265215 39.95 €



Mercedes 508D, Skoda Rallye
Team, Rally Assistance
Nr. 260612 42.95 €



Lada 2105 MTX,
Barum Rally, M. Lank,
M. Tyce, 1983
Nr. 265262 39.95 €



Skoda Favorit 136L, V. Berger,
O. Jakubec, Rally Bohemia, 1989
Nr. 265266 39.95 €



Vauxhall Chevette 2300
HSR, P. Arikkala,
R. Virtanen, RAC Rally, 1980
Nr. 265796 39.95 €



Lancia Stratos HF, B. Darniche,
A. Mahe, Rally Monte Carlo,
with figurines, 1979
Nr. 264292 49.95 €



International Lonestar, 2010
Nr. 263397 32.95 €



Kenworth W900, 1990
Nr. 261771 32.95 €



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



Volvo F12, 1981
Nr. 263405 32.95 €



Peterbilt 359 Wrecker
Nr. 264964 69.95 €

PCX 87 1:87



Aston Martin DBS
Superleggera, 2019
Nr. 265814 22.95 €



Audi 100 (C2), 1979
Nr. 234634 22.95 €



Chevrolet Corvette C8, 2020
Nr. 265810 22.95 €



Peugeot 205 GTI, 1984
Nr. 266944 22.95 €



Exclusive

Ford Escort MK VII
Turnier, 1995
Nr. 263596 22.95 €

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

Corgi Models



Price Guide

SAMPLE

The contents, design and layout of this book are fully protected by copyright. Permission is hereby granted for copyright material to be quoted by publishers in newspapers, magazines and collector society publications, also by dealers in advertising matter, price lists and circulars provided that acknowledgement of the source is given. This permission does not extend to any book, catalogue or price list, album or any publication offered for sale unless prior permission has been obtained in writing in each instance from Warners Group Publications plc.

The price information given in this Catalogue comes from surveys of auction results and from other sources within the collectables market and is reportage provided for guidance only. It does not constitute, nor should it be construed as, financial advice for investment purposes. The Publishers, their agents, employees or contributors shall not be liable for any loss or damage whatsoever arising as a result of any person acting, or refraining from acting, in reliance on any information contained within the Catalogue. E. & O. E.

Copyright © 2021 Warners Group Publications plc

Origination by
Warners Group Publications plc,
West Street, Bourne,
Lincs PE10 9PH

Mettoy

Corgi Toys - 1956 - 1983

Corgi Toys were launched in 1956 by the Mettoy Company which had itself been founded in Northampton by Phillip Ullmann in 1933. The 'Mettoy' name was derived from the first three letters of 'Metal' plus 'toy' – the company's main product range being composed of lithographed metal toys. In 1948 Mettoy produced its first cast metal toys and called them 'Castoys'. The Castoys models contained a clockwork motor and when the first Corgi Toys models were introduced they also contained a mechanism. This, plus the introduction of window glazing, gave Corgi a competitive edge against its great rival, Dinky Toys.

Corgi Toys were named after the Welsh breed of dogs and this logo will be found on virtually all the Corgi packaging. The models were produced in Swansea by Mettoy Playcraft Ltd, hence baseplates are marked 'Made in Gt. Britain'.

The development of the Corgi Toys product range was largely instigated by Howard Fairbairn, a Mettoy company director. Prior to his director appointment, he had been Head of Development at the Birmingham Aluminium Casting Co and had considerable diecasting experience. The first truly Corgi Toys product was No. 200 Ford Consul in 1956.

Corgi has always been famed for its model innovations. This was especially true when it was able to promote its models as 'the ones with windows'. Additionally, greater realism was achieved over time with, for example, better detailing of its wheel hubs.

Corgi introduced various model ranges which have stood the test of time. Today, virtually all the Corgi models produced in the 1950s and 1960s are highly sought after. In particular, models such as the range of 'Monte Carlo' Minis, the Gift Sets, Farm Tractors and the 'Chipperfield's Circus' items are very collectable. In addition, television and film related models such as Batman, James Bond and similar models command a very high price at auction.

In 1983, the Mettoy company went into receivership and Corgi Toys became the subject of a management buy-out. From this time, the emphasis changed from the mass-production of toy vehicles to mainly the development of authentic limited edition models aimed at adult collectors – the 'Corgi Classics' range. Regrettably these items fall outside the scope of this publication. However, collectors requiring information on Corgi Classics are recommended to join the Corgi Collectors Club.

The editor wishes to thank all who have contributed to these greatly revised listings.

Corgi Toys Identification

Often referred to as 'the ones with windows', Corgi Toys were the first manufacturer to produce models with that refinement. Some of its first models also had a mechanical motor. Spring suspension was introduced from 1959 and, in 1960, the first diecast model to have an opening bonnet. The first models were based on real cars of the period. Similarly, with the launch of the 'Corgi Major Toys' in 1959, models of real commercial vehicles were available and competed with the Dinky 'Supertoys' range.

In the 1960s Corgi produced many successful film and TV-related models. Probably the best remembered was the James Bond Aston Martin which sold in huge quantities in the autumn of 1965. Indeed, such is the popularity of the model that various versions have been marketed over the last 40 years and are still available to the present day!

Corgi introduced many new features in the 1960s such as: jewelled headlights, an opening bonnet revealing a detailed engine, an opening boot to store a spare wheel, self-centering steering, and ruby rear lights, to name but a few. Innovations were frequent and imaginative throughout the 1960s. Further examples include the 'Golden Jacks' built-in jacking system, which enabled models to have 'take-off' wheels. A 'Trans-O-Lites' system was also introduced, whereby light rays were captured and fed through prisms to illuminate the headlights. 'WhizzWheels' and the slightly larger scale of 1/42 were introduced in the 1970s.

All these aspects influenced Corgi sales and boosted its popularity. Models were continually upgraded and given new features, such as suspension, interiors or even a new colour scheme, in order to enhance their desirability. Models were used in a new way – perhaps as part of a gift set. Cars could be included in the 'load' for a car transporter, while other vehicles became the towing unit such as the Land Rover in Gift Set 17, the Ferrari Racing Set.

Two of the major influences upon the value of the toys continue to be related to the condition and the quantities produced. Some Corgi Toys were simply not as sought after by children when they were first issued. These would have been manufactured in smaller quantities and are often the more valuable items to collect. One might deduce that the more obscure or unusual colour used for a model would have affected how many were sold at the time of release. This would also have influenced the withdrawal date of any vehicle. Some of the very rare items were only produced for one or two years and in low quantities.

A good example of this is the Heavy Equipment Transporter No 1135. Released in 1965 and withdrawn in 1966, it recorded 28,000 sales. In contrast, the Ferrari Berlinetta 250 Le Mans Car No 314, was also released in 1965 but withdrawn in 1972 with recorded sales of 1,598,000 (+1969 sales). Both these models appear on page 166 in *The Great Book of Corgi*. The Berlinetta's mint and boxed value in this 16th edition is cited as £80-110, whereas the Heavy Transporter with red interior, boxed and in mint condition is listed as £450-500. Some vehicles, which may have been less popular as toys are now highly sought after as rare collectables.

A market strategy favoured by Corgi was the launching of a replica model car simultaneously with the real car. To date simultaneous launches have occurred with Austin Metro, Ford Escort, Triumph Acclaim, Ford Sierra and the MG Maestro 1600, which is a unique record. Corgi was the first diecast manufacturer to introduce the dimensions of light, sound and movement into its models by using the micro-chip in its 'Corgitronic' range. The models 'come alive', for example, by just pushing down on the rear axle or, in the case of the Road Repair Unit, by pressing the workman to activate the pneumatic drill sound. Others (like the Sonic Corgi Truck) can be operated from a remote control handset.

Some early Corgi Toys were produced in either the normal form or with a friction-type flywheel motor. Exceptions were the sports cars and trucks which could not be converted to take the flywheel. The mechanisms were not robust and were phased out in 1959.

Model boxes often contain much more than just the basic model. Prices shown in the catalogue assume that not only is the model in pristine condition, but that it is accompanied by all the original additional contents. These can include extra card packing, inner card or polystyrene trays, pictorial stands, plastic protectors, transit card protection intended for removal by the retailer, instruction and information leaflets, catalogues, consumables (such as unopened packets of rockets, decals, etc). This particularly applies to some novelty and film/TV models, e.g. Nos 268, 277, 497, 511, 1123, 1139, 1144 and Gift Sets 3, 10, 20 and 21. A further example relates to the early 'blue box' models each of which should contain a concertina catalogue leaflet plus a 'Join the Corgi Club' leaflet. If original items are missing, e.g. the plastic dome protector included with 511 Chipperfields Poodle Truck or card protectors with other models, it will affect the price that a model will achieve.

Boxes: July 1956 - blue box, January 1959 - yellow/blue box (Two-tone cars were first to use them) December 1966 - Window box (2 square window ends) May 1973 - Angled window box (one square window end, coloured lines around box) 1980 - yellow window box, 1987 New style Corgi logo box.

Whilst every effort has been made to describe models and, where known, their accompanying contents, any further information would be welcomed. The Corgi trademark is used by kind permission of Hornby Hobbies Ltd.

Mettoy Diecast Toys - The 'Castoys' Series

Castoys were produced by the Mettoy Company between 1948 and 1958 and were instigated by a request from Marks and Spencers for a robust, long lasting toy. The models were made of zinc alloy and were initially advertised as 'Heavy Cast Mechanical Toys'.

Generally, they had windows, a clockwork motor and brake, plus black rubber tyres on cast hubs. Of the original issues, only two models, No 840, the 'Eight Wheel Lorry' and No 870 'Delivery Van' remained in production after 1951 and these were packaged in attractive yellow/red boxes which displayed a picture of the model inside. The later issues of the Delivery Van with their various attractive body designs are now rare and sought after items.

The following listing contains all the information available at present. The editor would welcome any additional information on body colours and variations.

Market prices shown here are for guidance only. They refer ONLY to mint models in pristine boxes that are complete with all of their original contents. MPR = Market Price Range.

Model and details MPR

Large scale models 1/35

Presented in yellow/red endflap boxes each displaying an excellent picture of the model contained within.

Handcart 19??

With 'MILK' logo and Milkman. £150-175

718 Paxton Observation Coach 1956-58

Metallic blue and gold body with silver raised roof section and base, red door with brown plastic male passenger. Destination board shows 'PRIVATE' and registration 'MTY 718' £250-350

Metallic brown and pink body with silver raised roof section and radiator, with green female passenger £200-300

810 Jowett Javelin 1948-51

Cream, red or green body, red interior, 'MTY 810', clockwork £100-200

820 Streamline Bus 1948-51

Cream, green or red body, clockwork mechanism, red pressed tin seating, solid rubber wheels, unpainted chassis. Registration No 'MTY 820' £200-250
As previous model but with opening door, registration No. 'MTY 720' £200-250

830 Racing Car 1948-51

Light green, 6" long approx, 'METTOY' cast in base, tinplate hollow printed wheels with motor and brake £100-200

840 Articulated Lorry 1948-58

Metallic blue cab with grey rear body, silver radiator and hubs £350-400

850 Fire Engine 1948-51

Red body, silver ladder and crank £100-200
Red body, silver extending ladder, no crank £100-200

860 Tractor 1948-51

No models seen but shown in 1951 catalogue with yellow/red body NPP

Model and details MPR

863 Ferguson TE20 Tractor and Trailer 1950

Red/blue tractor, yellow trailer, red hubs, painted plastic driver £200-300

870 Delivery Van 1948-51

Plain, without advertising, dark blue, cream, green or red £200-300

870 Delivery Vans 1952-55

With advertising or logo 'EXPRESS DELIVERY' yellow or blue body with red logo and design on sides, clockwork £300-350

'POST OFFICE TELEPHONES' 1955-58

Green body, white logo, Royal crest in gold, silver two part extending ladde... £300-500

'ROYAL MAIL' 1955-58

Red body, silver trim, yellow logo and Royal crest, 'MTY 870' £300-500

'AMBULANCE' 1955-58

Cream body, blue logo on sides.. £200-300

'BOAC' 1956-58

Blue body, silver trim, white 'Fly By BOAC' on roof £400-600

920 Luxury Motor Coach

Red with silver wheel flash, clear plastic see-through top showing red seats, with movable figures and luggage. Illustrated box £75-100

Special 1/18 scale issue for Marks and Spencer

'VANWALL' Racing Car 1958

Diecast body, perspex screen, driver, 'VANWALL' transfers, 'push and go' motor in some. 'The famous British Racing Car Grand Prix Winner' cast in base. green body, racing number '7' or '18', no Mettoy logo on base. £200-250

French blue body, racing number '20', no Mettoy logo on base £450-500

Red body, racing number '7' or '5' no Mettoy logo on base £350-450

Model and details MPR

Cream body, race No. unknown NGPP

Small scale models 1/45

Karrier Bantam Soft Drinks Van 1955-57

Dark red body, number plate 'CWS 300', spun huns, logo on rear: 'CWS SOFT DRINKS - THIRST COME - THIRST-SERVED' £300-400

'Miniature Numbers' series

502 Standard Vanguard Saloon 1951

Shown with green body in catalogue, (2 7/8" inches long) £60-90

505 Rolls-Royce Saloon 1951

Red or blue body, 3" £60-90

510 Standard Vanguard Police Car 1951

Black with white 'POLICE' logo on doors; roof siren and bell £60-90

511 Standard Vanguard Taxi 1951

Shown in 1951 catalogue with yellow body and red roof rack £60-90

512 Standard Vanguard Fire Chief 1951

Red, white 'FIRE CHIEF' on doors; single silver ladder on roof £60-90

Larger versions:

602 Standard Vanguard Saloon 1951

Blue body shown in catalogue (larger version of 502, 4) £60-90

603 Standard Vanguard Saloon 1951

As 602 but with automatic 'to and fro' bump feature £60-90

605 Rolls-Royce Saloon 1951

Yellow body shown in catalogue (larger version of 505, 4) £60-90

606 Rolls-Royce Saloon 1951

As 605 but with automatic 'to and fro' bump feature £60-90



This lavish 164-page guide to the tanks of WWII covers everything from the light tanks of Japan in the Far East, to the British tanks of the Western Desert Campaign, PLUS the Soviet tanks on the Eastern Front and the range of Panzer models deployed by Nazi Germany throughout the war.

This special collector's magazine is split into handy sections such as famous tank commanders, Allied tanks, Axis power tanks, tank battles of WWII and tank media.

Beautifully illustrated with colour photographs throughout, this is your guide to 178 of Allied and Axis tank models, variants and prototypes with blueprints and technical details.

Available in all good newsagents. Order online from **militaria.ma/tanksofww2** or by calling **01778 392489**

CORGI

The early years...

Gijs Noordam guides you through the early days of Mettoy and the launch of Corgi Toys

Wars always cause havoc, destruction and human suffering but sometimes something good comes from them. The German pre war toy industry was concentrated in Bavaria, where successful and innovative toymakers like Tippco had their workshops. Their main products were pressed tin toys, most of them with clockwork mechanisms. Tippco was founded in 1912 by Mr and Mrs Carstens, maiden name Tipp. In 1913 Philip Ullman joined the company and who was later followed by the son of a South African cousin, Arthur Katz. Ullman and Katz, like many German toymakers were Jewish and had to flee from the rise of National Socialism that in the early Thirties was particularly strong in Bavaria. In 1933 they both took refuge in England, a country with which the German toy industry had traditional long relations.

In Winteringham they set up The Mettoy Company Ltd, which continued the earlier German production of tin toys with clockwork mechanisms. The business again proved successful and many tin toys were exported to America which explains the strong position that Corgi Toys would acquire in that market in the late Fifties and Sixties.

During World War II the British toy industry was ordered to contribute to the war effort. Like other toymakers Mettoy changed to producing Jerry cans, shell fuses, landmines and magazines for Sten and Bren guns. Mettoy showed its quality and was awarded by the Ministry of Supply the management of a new factory complex in Fforestfach on the outskirts of Swansea in South Wales. By the end of the war this would provide Mettoy with a jumping board to the future. The new and extended factory was opened in 1949 by King George VI and there all administration was centralised, including tool and sample making, design and

Like other toymakers Mettoy changed to producing Jerry cans, shell fuses, landmines and magazines for Sten and Bren guns

development. Mettoy's board consisted of Arthur Katz and Philipp Ullman and they were joined by the latter's son Henry.

Tin toys appeared somewhat outdated by the time Mettoy started making cast aluminium clockwork models for Marks and Spencer. These new models were possibly inspired by the success of Dinky Toys with its zinc alloy cast toys. The models were produced by the Birmingham Aluminium Casting Company under the name Castoys. In the early 1950s Howard Fairbairn, in charge of development of Birmingham Aluminium, made the switch to Mettoy in order to supervise and develop their investments in pressure die casting. For this and other new products a new company was formed, Playcraft Toys Ltd.

Due to the Korean war in the early '50s the use of zinc, the main metal used in diecasting, became restricted but when this ban was lifted Mettoy started to have a go at market leader and monopolist Meccano and its successful Dinky Toys. Through its old contacts Mettoy employed skilled German toolmakers and hired the very talented designer Marcel Van Cleemput, a Frenchman whose life



Left: Karrier "Bantam" Two Tonner (455);
The first Corgi: Ford Consul (200)
Above: "Battle of scales"; Massey
Ferguson Combine (1111)





Above: the first 7 models selected by Howard Fairbairn and Marcel Van Cleemput: Ford Consul (200), Austin Cambridge (201), Morris Cowley (202), Vauxhall Velo

and career are described in more detail in the previous feature.

A Karrier Bantam carrier promoting CWS soft drinks served as a pilot for the new Corgi Toys range, named after the national Welsh dog and a tribute to the Fforestfach factory in Wales. The fact that at that time the young Queen Elizabeth II was often spotted with Corgi pet dogs may have been a lucky PR coincidence.

Marcel Van Cleemput contributes the successful launch of Corgi Toys mainly to the drive and single-mindedness of Howard Fairbairn who only thought Corgi. Together they selected 7 popular British saloon cars of the era, the Ford Consul, Austin Cambridge, Morris Cowley, Vauxhall Velo, Rover 90, Hillman Husky and

Riley Pathfinder, the latter having the advantage that it could easily be “made over” to the police car that was in use by various police forces of that time.

A problem however was scale. Looking at Dinky Toys they found that no standard scale was used at all and they consequently created the Corgi bible of scales that kept the scale of each new model within a certain predetermined size. And indeed, with due respect for Dinky Toys, if one compares similar models made by Dinky and Corgi, for instance the Jaguar 3.4 where you will find the Corgi model (208) to have a more robust and “real life” appearance compared to the Dinky (195).

Fairbairn and Van Cleemput also realized that in beating

Dinky at its own game Corgi should offer something special and they decided that all models should have windows. “The first with windows” became the new and inspiring slogan. To add further advantage over Dinky they added a secondary line of these models with a mechanical flywheel device that by retracting the car, would propel it forward. Their inspiration came no doubt from the earlier tinplates with a clockwork mechanism but regrettably the idea was short lived due to disappointing sales, especially in export markets. It did have the advantage that by installing the flywheel, Corgi had to redesign the tinplate chassis to a diecast base that gave another sales argument over Dinky.

The distribution of the new range, including the flywheel line, started in July 1956 and did well. That same year Corgi added a number of British sports cars, notably the Triumph TR2 (“frog eye”, 301) and Austin Healey (301) that are still much sought after classic cars nowadays. Also a series of Bedford “Utilicon’s” vans were released in different liveries, showing that Corgi at an early stage understood that by doing so it could sell more of the same without extra design and tooling cost. Also another British workhorse of the era made its entrance, the Commer lorry, one of them already showing the upcoming trend of merchandising model cars: the Commer “Wall’s” Refrigerator Van promoting Wall’s

Commer Constructor set-GS24



Released: August 1963 Withdrawn: 1968 Sales: 345,000

Corgi Toys first released the Commer $\frac{3}{4}$ ton chassis in the form of the No 464 County Police van in June 1963, followed by No 465 Commer Pick-up one month later featuring the innovative Trans-o-lite system that used natural light to illuminate the headlights using a clear plastic moulding between the cab roof and the front of the cab.

If this wasn't exciting enough, there was a fantastic surprise in store for the following month, August 1963, which saw the release of the Pick-up as part of the superb Gift Set 24 Commer Constructor Set.

The set comprised two basic Commer cab and chassis units, one red and one white, plus four different interchangeable backs, a milk bottle load, a bench seat and a milkman figure. From these, a variety of combinations could be

built up, offering plenty of playability. The parts were packaged in a Styrofoam moulded base with an attractive box lid depicting the eight combinations possible and this initially went on sale for just 15 Shillings.

The red Trans-o-lite chassis was joined by a white version without the feature and the four backs made either of these into a van, an ambulance, a milk float (hence the milkman figure) and a pick up. The latter was yellow, so when matched with the red chassis, this combination was the same as the No 465 release the previous month. The combination of the white chassis with the ambulance back was released separately in February 1964 as No 463, and with the milk float back as No 466 in April 1964. The van, although never released in the colours from the set, was the basis for several



releases in ensuing years. Corgi certainly made good use of the basic casting!

Available until 1968, the Commer Constructor Set achieved sales of 345,000 and, as a result, this means that there are still many available today although, given the superb playability of the set, most of these are in varying states of playworn condition.

A collage of various Corgi model toys. At the top, a silver rocket with a red nose cone and the letters 'TBI' on its side. Below it, a red and yellow Corgi Toys box for a 'WHITE WHEELS' model, featuring an illustration of a red car. In the center, a green Corgi model car. To the right, a purple Corgi model car with the license plate 'UEC 603M'. At the bottom, a white Corgi model truck. The background is a mix of light blue and yellow. The text 'Corgi Model' is written in a large, blue, curved font across the top, and 'Price Guide' is written in a large, blue, curved font across the bottom.

[illegible]

**James Bond
Moon Buggy**
Released: June 1973 150th Anniversary: 1973 Suggested Price: \$80,000

For a reader with relatively low sales expectations, the success of *Crash* has taken the publisher and the author by surprise. "I was only looking for a single issue," says Miller. "It is a very well-conceived idea, and we did the magazine a high price at its outdoor launch. Due to the superior quality, it has been accepted by retail stores and at the moment we are well beyond its first issue. The picture magazine, thanks to the quality available through its superior price, is

I
ears...
days of Melting

[illegible]