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COLLECTOR

Collectors Club

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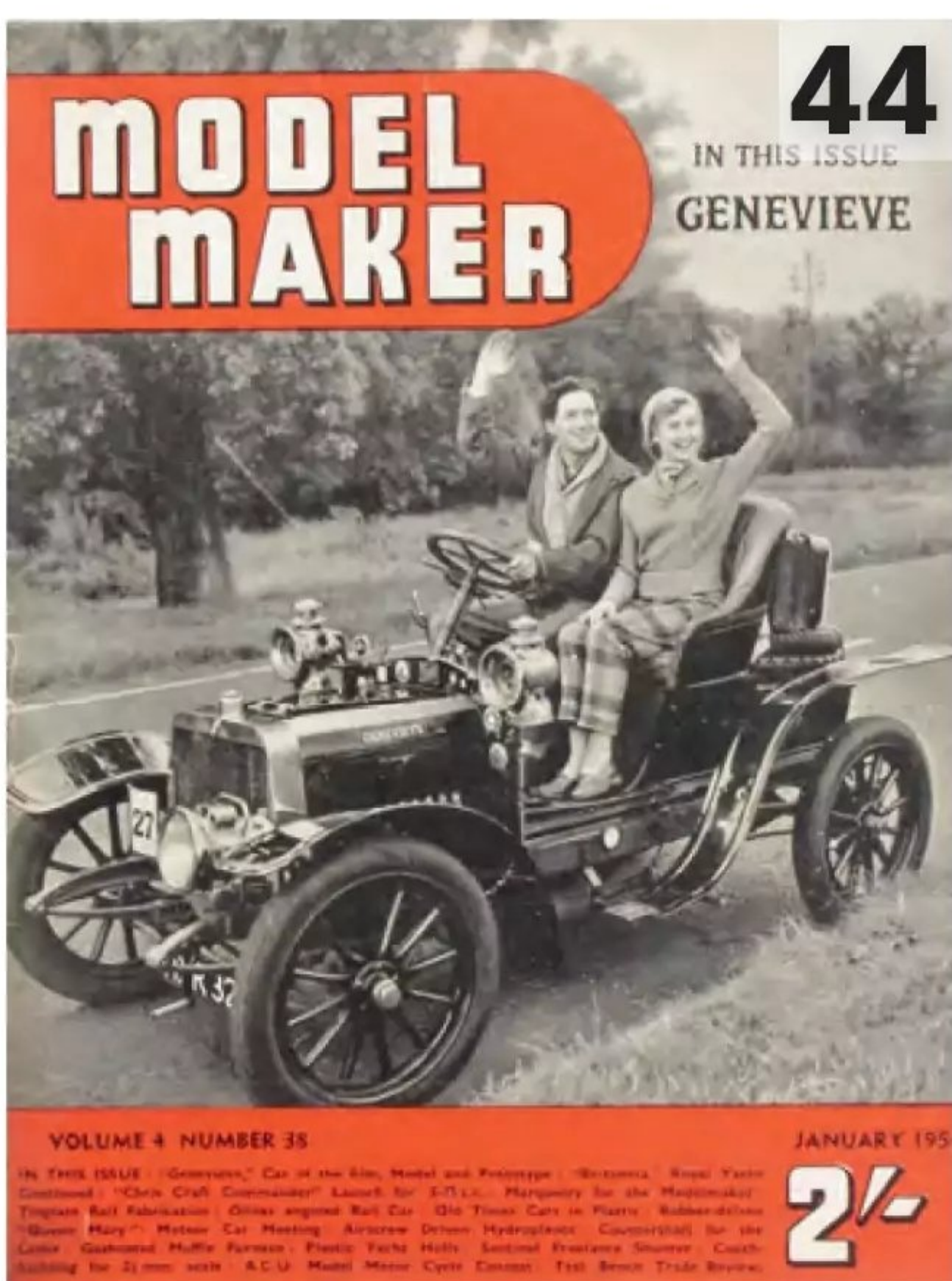


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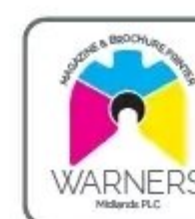
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NEWS

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A GREAT ROLL OF THE DYCE!

CUSTOMISED promotional model vehicle specialists, Search Impex, has announce the forthcoming release of “Tilly Brig” – a 1/50 scale DAF XG+ (6x2) solo tractor unit, customised in the 50 years’ anniversary livery of well-known Aberdeen based operator Dyce Carriers Ltd.

The models have been produced exclusively for Search Impex by WSI Models as a certificated Limited Edition (220 pieces).

With the head office in Aberdeen and three further depots in Scotland (at Invergordon, Dalgety Bay and Grangemouth), as well as one in England at Poole, today’s operation runs a fleet in excess of 80 commercial vehicles. This comprises a mix of Volvo, DAF, MAN, Renault and Mercedes units and a variety of trailers, including extendables, flats, curtains and step frames, as well as a number of self-load crane vehicles. Dyce Carriers specialises in serving the transport needs of oil and gas service providers as well as local engineering companies and loads can vary from small, urgent consignments, through to groupage, full loads and even helicopters!

The DAF XG+ (on which the model will be based) is one of the very latest additions to the fleet and has been liveried to mark the occasion of Dyce Carrier’s 50th anniversary in 2023. The truck comes complete with a personalised registration plate, CM23 DCL, in recognition of dedicated Company Director, Candice Moir. The humble origins of Dyce Carriers go back to 1973 when, joint founders, David and Jean Moir started the Company with a great deal of ambition and a Morris Minor van. In the early days, Dyce Carriers operated out of the Moir’s family home, Tilly Brig, in the Aberdeenshire village of Dyce – hence the naming of the first Golden Truck in honour of where it all began. And, incidentally, it’s no mistake to say “first” Golden Truck because a second Golden Truck (a Volvo) will also soon be arriving in the fleet – and so, too, will another scaled-down counterpart be somewhere close behind!

Models, available from Search Impex (whilst stocks last), are priced at £136 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. ■



NEW MERCEDES-BENZ

ILARIO models retailer, British Heritage Models, has told us of the latest model to be announced from premium quality builder, Ilario of France.

Hand-built in resin, the new addition to the range is the 1936 Mercedes Benz 540K Spezial roadster, with coachbuilding by Erdmann & Rossi. Two variants are available: open, limited to 35 models, and closed, limited to 40 models.

The models are £285 each or can be purchased via BHM’s ‘3easypay’ scheme; spreading the cost over three months with payments of £95 per month. More details can be had from British Heritage Models by calling 01244 320761, emailing bhm-uk@talktalk.net or by visiting www.britishheritagemodels.co.uk. ■

NEW RELEASE FROM UNIVERSAL HOBBIES

AS we went to press with this issue Universal Hobbies released its new Valtra S416 in turquoise blue (product number UH6652). With all new tooling and limited to only 750 pieces, the 1/32 scale tractor is simply stunning.

Each item is individually numbered under the chassis, and is complete with front and rear standard realistic UH coupling system, and adjustable

third point linkage.

Available from www.universalhobbies.fr, or your preferred retailer, the model will set you back in the region of €89.00. ■



LATEST RELEASES FROM OXFORD DIECAST

OXFORD AUTOMOBILE



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

OXFORD COMMERCIALS



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



Scammell Mechanical Horse Van Trailer LNER
REF: 120MH004 **SCALE:** 1/120
PRICE: £9.95



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

OXFORD OMNIBUS



Bedford OB Coach Southdown
REF: 120OB002 **SCALE:** 1/120
PRICE: £8.95

OXFORD COMMERCIALS



Mercedes Whitby Mondial Ice Cream Van Tonibell
REF: 43WM009 **SCALE:** 1/43
PRICE: £20.95



B Taylor Builders (Auf Wiedersehen) Bedford HA Van
REF: HA021 **SCALE:** 1/43
PRICE: £14.95

OXFORD AVIATION



Lt.Cdr.Willard E. Eder. VS-1.US Navy 1945 Grumman Hellcat F6F-5
REF: AC119 **SCALE:** 1/72
PRICE: £20.95

COCA COLA



Coca Cola Mercedes Sprinter
REF: 76MSV007CC **SCALE:** 1/76
PRICE: £10.95

OXFORD AUTOMOBILE



Austin Mini Metro Emberglow (Princess Diana)
REF: 76MET001 **SCALE:** 1/76
PRICE: £8.95



Rover P5B Arden Green (HM Queen Elizabeth II)
REF: 76RP5001 **SCALE:** 1/76
PRICE: £8.95



Citron Mini 1275GT
REF: 76MINGT007 **SCALE:** 1/76
PRICE: £8.45

OXFORD HAULAGE



Scania T Cab Cylindrical Tanker Wilson McCurdy
REF: 76TCAB011 **SCALE:** 1/76
PRICE: £31.95

OXFORD AUTOMOBILE



Buick Century 1955 Carlsbad Black/Windsor Grey/Dover White
REF: 87BC55007 **SCALE:** 1/87
PRICE: £9.95



1948 Dodge B-1B Pickup REA
REF: 87DP48004 **SCALE:** 1/87
PRICE: £9.95



Mercury Montclair 1957 Tuxedo Black
REF: 87MT57005 **SCALE:** 1/87
PRICE: £9.95

For more new releases from the likes of Corgi, Sika, ERTL, MINI GT and Conrad read this month's *What's New* section on page 10.

NEWS

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RALLYING WITH SPARK

SPARK has recently announced the cars that it will be replicating in 1/43 scale from this year's Monte Carlo Rally – and what a selection it is!

As usual, the resin model manufacturer will be covering the works Toyota (Elfyn Evans, Sebastien Ogier and Takamoto Katsuta) and Ford (Adrien Fourmaux and Gregoire Munster) teams. It is presumed that an announcement for reigning double world champion Kalle Rovanpera will follow in

the near future, the Finn only contesting a partial programme this year.

Spark has also announced replicas of the new Toyota GR Yaris Rally2 machine and, as usual, a set of Alpine A110s from the RGT element of the event. You can view all of these new 1/43 replicas from the 2024 Monte Carlo Rally at www.diecastlegends.com, or your preferred retailer. Models will be £69.99 and pre-orders are currently being taken. ■



NEW FAIREY SWORDFISH TOUCHES DOWN AT CORGI

IT'S been ten long years since a new Corgi Aviation Archive Fairey Swordfish model has graced our display shelves, but that's all just about to change. In the latest edition of Corgi's *Diecast Diaries* series, Michael Clegg teased us with an exclusive first look at an advanced production sample model of the much anticipated new model.

Many thought this model tooling was lost in a Far Eastern storage facility, but thanks to the investigative powers of the development team, the Fairey Swordfish is about to be unleashed once more.

This latest release marks an aircraft which took part in Operation Torch towards the end of 1942 and wears the very distinctive markings of a Fleet Air Arm aircraft sporting modified national insignia.

The model is available to pre-order, priced at £64.99, from <https://uk.corgi.co.uk/>. ■

NEXT MONTH

May 2024
Issue 319



Remembering forgotten marques

Exploring the background to a rare, but curvy, British sports car and the replicars made.

PLUS...

- The Darien Gap story
- Audi Sport Quattro S1
- Corgi through the years
- A-Z of diecast collecting
- Auction results
- All the latest news
- Extensive selection of new model releases

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



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AV7224012 - 1/72 WESTLAND
GAZELLE XZ936 RAE 1990

MGT00623-L - 1/64 LINCOLN CAPRI 1954 PARKLANE GREEN /
BLOOMFIELD GREEN (LHD)



► 623 Prototype Sample, Approval Pending

**MINI
GT**
LHD version shown

MINI GT

MGT00628-L - 1/64 LANCIA STRATOS HF 1975 RALLY
SANREMO WINNER #11



► 628 Prototype Sample, Approval Pending

**MINI
GT**

MGT00724 - 1/64 ORACLE RED BULL RACING RB19 #1
MAX VERSTAPPEN 2023 F1 SAUDI GP WINNER



► 724 Prototype Sample, Approval Pending

**MINI
GT**

MGTKHMG116 - 1/64 NISSAN SKYLINE GT-R (R33) ACTIVE
CARBON R



KAIDO ★ HOUSE **MINI
GT**

PR640031 - 1/64 ASTON MARTIN
DBX 707 BLUE



POP RACE

PR640039 - 1/64 SHELL
PANDEM GR YARIS



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PANZERKAMPF



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.

OXFORD'S NEW FRENCH FIGHTER WEARS A GERMAN LIVERY AND HAS TWO VERSIONS

The Morane-Saulnier M.S. 406, a French fighter aircraft capable of exceeding 250mph, was developed and manufactured by Morane-Saulnier from 1938. One of only two French designs to exceed 1,000 in number, it was France's most manufactured fighter during World War II.

The M.S. 406 was a low-wing monoplane of mixed construction, with a fabric-covered wooden tail, and a bonded metal-wood material (Plymax) skin fixed to Duralumin tubing. Plymax consisted of a thin sheet of Duralumin bonded to a thicker sheet of plywood. Morane-Saulnier had a long history of producing warplanes dating back to before World War I, but in the inter-war period, it had concentrated on civil designs. The aircraft was Morane-Saulnier's first low-wing monoplane, first with an enclosed cockpit and first with retractable landing gear.

It was armed with one 20mm Hispano-Suiza HS.404 cannon and two 7.5 mm MAC 1934 machine guns. The M.S. 406 entered service with the French Air Force in 1939 and was initially praised for its good handling and manoeuvrability, but it soon became apparent that the aircraft was underpowered and outgunned by its German opponents, particularly the Messerschmitt Bf 109E.

Despite its shortcomings, the M.S. 406 played a significant role in the Battle of France, with French 406s claiming to have shot down over 400 German aircraft during the campaign. However, French losses were also high – over 400 M.S. 406s being lost. After the fall of France, the M.S. 406 continued to be used by the Vichy French Air Force and the Free French Air Force. It was also used by a number of other air forces, including those of Finland, Switzerland, and Bulgaria.

The KG200 was a variant of the M.S. 406 that was developed specifically for the Swiss Air Force. It was powered by a Hispano-Suiza 12Y-45 engine, which provided 935 hp. It was also equipped with a number of other modifications, including a new propeller, new landing gear, and a new armament system.

Oxford Diecast's example shows a 406 in

OXFORD DIECAST
Morane Saulnier
M.S. 406 KG200
– Tarbes-Ossun,
France, 1943

SCALE: 1/72
PRICE: £18.95
REF: AC116

www.oxforddiecast.co.uk

German Luftwaffe livery, from 1943, reliveried following the fall of France. It features a dark green and grey camouflaged upper body with mottled blue fuselage, plus yellow underbelly and tail. The tail also features the German Swastika in black. The markings along the fuselage and underside are also painted black, with the German cross having a white outer edge. The retracted wheels are simulated by black paint with silver 'hubs'. The exhaust is painted a rusty brown and the guns matt black.

Part of Oxford's cheaper range of aircraft, the Morane Saulnier 406 KG200 comes ready to be displayed in 'in flight' mode, although a lack of pilot figure makes this look a little odd when mounted on the supplied display stand. There is also a version without a Swastika on the tail, released as No AC116S at the same price. ■

TOP LEFT This version features a Swastika on the tail. If you'd prefer your model without, No AC416S is the one for you.

BOTTOM LEFT The retracted undercarriage is simulated by being printed on.



LEFT
The model is nicely replicated with an excellent finish all over, and comes complete with its own display stand.



HAND
BUILT

ESVAL MODELS
1953 Allard K3 Roadster - green
SCALE: 1/43 PRICE: £95.00
REF: EMEU43080A

One of four versions by Esval, all very well finished and detailed, and each one slightly different. This one has a tan interior, side exhausts and bonnet straps.

www.esvalmodels.com



HAND
BUILT

ESVAL MODELS
1953 Allard K3 Roadster - blue
SCALE: 1/43 PRICE: £95.00
REF: EMEU43080B

This version of the Allard has a Red interior, vents on the front wings, and plated door mirrors. Again, very well-detailed, the interior especially.

www.esvalmodels.com



HAND
BUILT

ESVAL MODELS
1953 Allard K3 Roadster - red
SCALE: 1/43 PRICE: £95.00
REF: EMEU43080C

Another fine version of the Allard, this one has the interior in Tan and plated wire wheels. Very well-detailed once again, and in a run of 125 examples.

www.esvalmodels.com



HAND
BUILT

ESVAL MODELS
1953 Allard K3 Roadster - top-up, dark blue
SCALE: 1/43 PRICE: £95.00 REF: MEU43080D

The top-up version of the Allard has a two-tone red/white interior, red wheels, bonnet louvres, a radio aerial and a wing-mounted mirror. Another beauty.

www.esvalmodels.com



HAND
BUILT

ESVAL MODELS
1947 Cisitalia 202 SMM Farina Cabriolet - green
SCALE: 1/43 PRICE: £95.00 REF: EMEU43076A

Very well finished and detailed. This is the 1947 open version with a tan interior, disc wheels with full trim, whitewall tyres, three wing vents, and body-colour mirrors.

www.esvalmodels.com



HAND
BUILT

ESVAL MODELS
1947 Cisitalia 202 SC Farina Cabriolet metallic blue, top-up
SCALE: 1/43 PRICE: £95.00 REF: EMEU43076B

The top-up version of the Cisitalia has a tan interior, wire wheels, no side vents or mirrors, the lack of these accentuate the smooth lines and excellent finish.

www.esvalmodels.com



HAND
BUILT

ESVAL MODELS
1947 Cisitalia 202 SC Farina Cabriolet - red
SCALE: 1/43 PRICE: £95.00 REF: EMEU43076C

Tan interior, wire wheels and plated door mirrors are the details which set this version of the Cisitalia apart. Open-top to appreciate the fine interior detail.

www.esvalmodels.com



HAND
BUILT

ESVAL MODELS
1948 Cisitalia 202 SC Farina Cabriolet - light green
SCALE: 1/43 PRICE: £95.00 REF: EMEU43076D

Virtually the same overall as the 1947 car. This one sports a dark blue interior, disc wheels and two vents in the front wings. Another lovely model, only 125 made.

www.esvalmodels.com



POWERTRAC MODELS
Krone Easycut F320 Front Mower
SCALE: 1/32 **PRICE:** around £102.00
REF: 209030020

www.kroneukmerchandise.com

Resin display model with disc bed detail, headstock compatible with tractors with three-point linkage, yellow pto shaft and top link. Limited to 200 models.



ERTL
Versatile 125 Tractor
SCALE: 1/32 **PRICE:** around £96.00
REF: 16461

www.toyfarmer.com

Smart, largely diecast model with good engine and cab interior detailing. It has a working three-point linkage. Only 3546 models made.



ARTITEC
Renault 56 Tractor
SCALE: 1/87 **PRICE:** around £35.00
REF: 387.444

www.artitec.nl

Detailed, aged resin tractor with good levels of detailing on the engine and driver's platform. The rear linkage also detailed.



ARTITEC
Borgia H-500 Hay Baler
SCALE: 1/87 **PRICE:** around £31.00
REF: 387.427

www.artitec.nl

Provided with yellow pto, drawbar stand, pickup detail and bales in the chamber this is a good-looking, resin baler.

LATEST REMOTE CONTROLLED TRACTOR

Siku's latest remotely controlled tractor has a metal chassis, metal rear linkage and plastic body panels. Powered by four AAA batteries (not supplied) the well-built model can be controlled by any Apple or Android device by downloading a free app. The app is easy to setup and allows the tractor's speed and direction to be controlled using a virtual joystick or by tilting the phone or tablet. A separate handset is available at extra cost. There are buttons to switch on the road lights, work lights, indicators and warning beacons. Also the horn and engine noise, the

SIKU
Fendt 1167 Vario
MT Tractor

PRICE: £249.99
SCALE: 1/32
REF: 6790

www.siku.de

sound for both is generated on the phone or tablet, are switched on and off from the app.

The tractor travels at speeds up to a slow walking pace and as it stops the brake lights automatically turn on. It has good pulling power, turns within its own length and will work behind most obstructions. For attaching equipment Siku has provided its standard two-point linkage. The linkage has a good lift capacity and can be lifted and lowered manually or from the app. There's also a port on the tractor rear for connecting and operating Siku's remotely controlled equipment. ■



AMAZING DIECAST BARGAINS FROM KEITH'S CARS OF DERBY

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EXPLORE THE AMAZING DETAIL ON MINI GT'S TRANS-AMERICAS RANGE ROVER

The British Trans-Americas Expedition was an incredible PR stunt undertaken by Land Rover, in the early 1970s, for its then brand-new Range Rover. The Pan-American Highway is a network of roads stretching across the Americas, from Alaska's Prudhoe Bay to the southern extents of South America, measuring about 18,000 miles in length. But there was a break in the middle for about 250 miles of uncharted South American jungle and the Great Atrato Swamp, known as the Darién Gap.

The idea was for a pair of the new Range Rovers to tackle the route, including the missing section, in a bold move to boost sales, in the USA in particular. The plan was for the cars to start in Alaska and finish at the very tip of Chile, at Cape Horn. The whole trip would take about seven months to complete, with about four of those to cross that bit in the middle!

The terrain was initially well-handled by the state-of-the-art Range Rovers, fitted with water tanks, an inflatable raft, roof-mounted ladders, winches, roll-bars, bumper extensions and roof-racks. The

MINI GT
Range Rover
1971 British
Trans-Americas
Expedition (VXC
868K) (LHD)

SCALE: 1/64
PRICE: £16.99
REF: MGT00542-L

www.clevelandsdiecast.co.uk

BELOW LEFT Plenty of really good detailing - especially impressive at this scale.

BELOW RIGHT This includes the vertical exhaust extension and a tow hook - both correct for the real thing.

Darién Gap, however, was always going to be the real test. This wasn't the first attempt to cross the gap, but all previous attempts over the years had failed. Once into the jungle terrain proper, the pair of Range Rovers began to see why, with their differentials breaking every few miles due to the excessive loads being placed on the cars, heavily laden with gear and fitted with swamp tyres.

Whilst these problems were fixed, the US Army had helicoptered in an old Series II Land Rover to forge ahead and clear a path. It took a long time and some incredible challenges had to be overcome, but both Range Rovers made it down to Chile in the end - the Range Rovers' durability had been proven.

The two vehicles are still around today - one in the British Motor Museum, at Gaydon, and the other is part of the Dunsfold Collection, near Guildford. It's the Gaydon example that is modelled here.

For such a small scale, there is an absolute wealth of detail, including the well-used ladders. The myriad sponsor decals are all there (although these reflect how the car is today and searching for period photos shows up a few minor discrepancies) and the finish is wonderful. A small error to the rear side windows (the separation should be angled back a little, not true vertical) does not detract from what is a superb value replica. ■

Read more about the Darién Gap in the May issue!



CONRAD
Mercedes-Benz Arocs 8x4
Tipper Truck
SCALE: 1/50 **PRICE:** €123.00 **REF:** 78259/0

www.scalemodels.de

New from Conrad, a 4-axle tipper truck which is fitted with a high-sided rock body and pivoting rear tailgate. Includes steering front axles and tipping body.



CONRAD
Still EXH14-20 Pallet Truck
SCALE: 1/25 **PRICE:** €80.00
REF: 2635/0

www.scalemodels.de

This pallet truck has a removable battery box cover, 360-degree rotating drive wheel and rotating castors with a hinged drawbar which can be swivelled.



CONRAD
Liebherr LTM1110-5.2 Mobile Crane
'Felbermayr Decoration'
SCALE: 1/50 PRICE: €287.00 REF: 2126/01

www.msw-modelle.com

The first company-coloured release of the new Liebherr LTM1110-5.2 mobile crane comes in the Ferbermayr livery. Features extending outriggers and full ballast.



CONRAD
Grove GMK 5150XL Mobile Crane
'Schmidbauer KG Decoration'
SCALE: 1/50 PRICE: €307.00 REF: 2125/05

www.scalemodels.de

Schmidbauer KG is the latest company to have a limited-edition model released in its company design. The model captures the looks of the original accurately.



DIECAST MASTERS
CZM EK160 tracked Kelly Drilling rig
SCALE: 1/50 PRICE: £226.00
REF: D41002

www.diecastconstruction.co.uk

This CZM drilling rig is based on a Cat 330 tracked excavator body with a wide stance tracked undercarriage and fully operational hydraulic mast.



NZG
Betamix Concrete Mixer on
Mercedes-Benz Arocs 8x4 Chassis
SCALE: 1/50 PRICE: TBA REF: 1078

www.nzg-shop.eu

Based on a Mercedes-Benz Arocs 8x4 chassis, this new release incorporates a Betamix concrete mixer body which has a rotating drum and moving rear chute.



MARGE MODELS
Paction Extendable Sea Freight
Container Trailer
SCALE: 1/32 PRICE: €114.95 REF: 2325

www.margemodels.shop

Featuring an extendable frame to accommodate a pair of 20' containers or a single 40'. Finished in black with Paction markings and lowering landing legs.



TEKNO
Volvo FH04 Globetrotter rigid
logging truck 'McCerral Decoration'
SCALE: 1/50 PRICE: €220.00 REF: 84850

www.tekno.nl

Limited edition rigid Volvo FH04 logging truck with a three-axle towed trailer and loading crane in the colourful McCerral decoration.



TEKNO
DAF XG + Tractor with 3-axle Stas
Tipper 'Dimani Decoration'
SCALE: 1/50 PRICE: €185.00 REF: 85266

www.tekno.nl

Featuring a 3-axle high-sided tipping trailer with internal structure ribbing and simulated tarpaulin cover with a front-mounted observation platform.



WSI MODELS
Renault T High EVO Tractor
'Thomann Decoration'
SCALE: 1/50 PRICE: €119.00 REF: 01-4121

www.wsi-models.com

Colourful release from WSI catches the eye with stunning graphic design wrapping around the model. The fifth wheel is covered.

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WSI MODELS
Ballast Box 'S&S Heavy Haulage Decoration'
SCALE: 1/50 PRICE: €85.00 REF: ZOB025

www.wsi-models.com

New Drake release is a ballast box to fit the Kenworth T909 and K200 tractors. Finished in a white decoration with spare wheels and yellow safety railings.



WSI MODELS
DAF XD Electric 6x2 Truck
SCALE: 1/50 PRICE: €145.00
REF: 004576

www.dafshop.com

Based on a 3-axle rigid chassis with refrigerated box van body and rear folded loading ramp. Features a steering front axle with a striking graphic design.



EXTRA
360°
VIEW

CORGI MODEL CLUB
MGA Sports Car
SCALE: 1/45 PRICE: £33.99
REF: 302

www.corgimodelclub.com

With a simple casting, it was nevertheless given a detailed interior, a rudimentary clear plastic windscreen and silver painted headlights, grille and bumpers.

EXTRA
360°
VIEW



CULT MODELS
Austin Maxi 1750
SCALE: 1/18 PRICE: £216.99
REF: CML152-3

www.cultmodels.com

A superb addition to Cult's growing reputation in capturing the British Motoring archives. It oozes period detail and will certainly please fans.



AUTOART
Nissan Skyline R34 GT-R Z-Tune (Midnight Purple III)
SCALE: 1/18 PRICE: £249.99 REF: 77464

www.autoartmodels.de

Refreshing their R34 Z-Tune casting, AutoArt deliver another iteration in stunning midnight purple III presentation. Gorgeous in every detail, a must-have!

EXTRA
360°
VIEW



CORGI VANGUARDS
Ford Escort Mk2 RS2000, Signal Green
SCALE: 1/43 PRICE: £35.99 REF: VA14907

<https://uk.corgi.co.uk/>

A stunning model of the iconic Ford, first introduced in January 1976. The colour really sings under the lights and detailing finished of this miniature nicely.

EXTRA
360°
VIEW



CORGI VANGUARDS
Ford Escort Mk2 RS2000 Custom, black
SCALE: 1/43 PRICE: £35.99 REF: VA14906

<https://uk.corgi.co.uk/>

A well made and well finished replica, with a spot on paint finish - no blemishes here! Interior detail, along with that of the wheels and front grille, is superb.

EXTRA
360°
VIEW



CORGI
Gerry Anderson's Stingray
SCALE: FTB PRICE: £39.99
REF: CC01001

<https://uk.corgi.co.uk/>

This model can't help but make you smile, great memories of a television favourite! With a slick finish, it comes with a detachable stand and two missiles.



New for 2024!

Editor **Cathy Herron** visited Olympia to find out what might appear on our collecting wishlists over the next 12 months...

It's been a busy few weeks in the toy collecting market, with two of the biggest trade fairs opening their doors to members of the industry.

First up was London Toy Fair, organised and run by British Toy & Hobby Association, and held at Olympia. The Toy Fair is the largest dedicated toy, game and hobby trade exhibition in the UK. Three packed days of business, with more than 260 exhibiting companies ranging from the large renowned brands right through to the new start-up companies and one-man bands. The Toy Fair is a showcase, providing industry visitors with a real overview and insight into a fun and exciting market. It is also a great place to see new models as they are launched for the year ahead...

While the diecast offering was not as comprehensive as it has been in the past, there was still a lot to see from the likes of Maisto, Bburago and Siku. Formula One racing fans will be pleased to see an impressive number of new releases about to hit the shops from Maisto, while TV and film collectors might be interested in miniatures from Tiny - a smaller diecast distributor based in the Far East.

ABOVE Inside London Toy Fair 2024.

Over in Germany, the Spielwarenmesse, held in Nuremberg at the beginning of February, attracted an impressive 2354 exhibitors from 68 countries, with thousands of people going through the doors each day. Like its London counterpart, the event had less diecast on show than it is historically known for - a sign of the times maybe, or just a change in collecting tastes? Only time will tell.

What was on display however was exceptional and there was a strong showing from the agricultural, construction, haulage and railway sectors.

Over the page you can read David Pullen's farming themed round-up and Steven Downes covers more new releases in our *What's New* pages this issue.

A lot of the models seen at both these events have already started to arrive here at *Diecast Collector*, and we will be reviewing them in the coming months... ■





ABOVE Mini fans will be delighted with Tiny's offering.



LEFT Maisto's new 1/24 scale cars on display.



RIGHT From the Far East, Tiny had emergency vehicle collectors covered.



RIGHT Racing cars as far as the eye can see on the Bburago stand.

LEFT Bburago's new F1 Racing Collection sets.

BELOW The Siku stand had something for everyone, whatever your preferred theme might be.



ABOVE With world-exclusive licenses and brand-new teams, Bburago's F1 Racing Collection sets the pace with unparalleled attention to detail.





David Pullen travelled to the German toy fair held in Nuremberg between 30th January and 2nd February to find out what farm models are expected to hit the shops this year. Here's his report on some of the models he saw.

With several farm model makers, such as OTO Holland, AT Collections, ROS, Universal Hobbies and MarGe models, choosing not to exhibit Nuremberg did not have as much to offer farm model collectors as previous years. Britains had a good selection of samples and prototypes on display. For tractor fans Britains, after releasing a Fordson Major tractor to mark its 100th anniversary a few years ago, plans to reissue the tractor with steel wheels instead of rubber tyres. Alongside the standard coloured tractors there will be 500 in gold randomly included in the run. New classic period tractors for 2024 include a Ford 7600 with detachable rear wheels, a John Deere 4240 tractor and a John Deere 4960 tractor. Modern tractors planned are a European spec Case IH Magnum 405 tractor on large single wheels and a Claas Arion tractor.

They also announced at the show they are releasing a special edition of their New Holland T7.300 tractor in the autumn. It marks 60 years of tractor production at Basildon.

Elsewhere Wiking were showing production versions of their updated John Deere 6R.250 tractor and new Fendt 728 and 724 tractors. These tractors were launched at Agritechnica with the 6R.250 going on general release last December. Wiking had planned for the Fendt tractors to go on general release this January but they are now delayed until

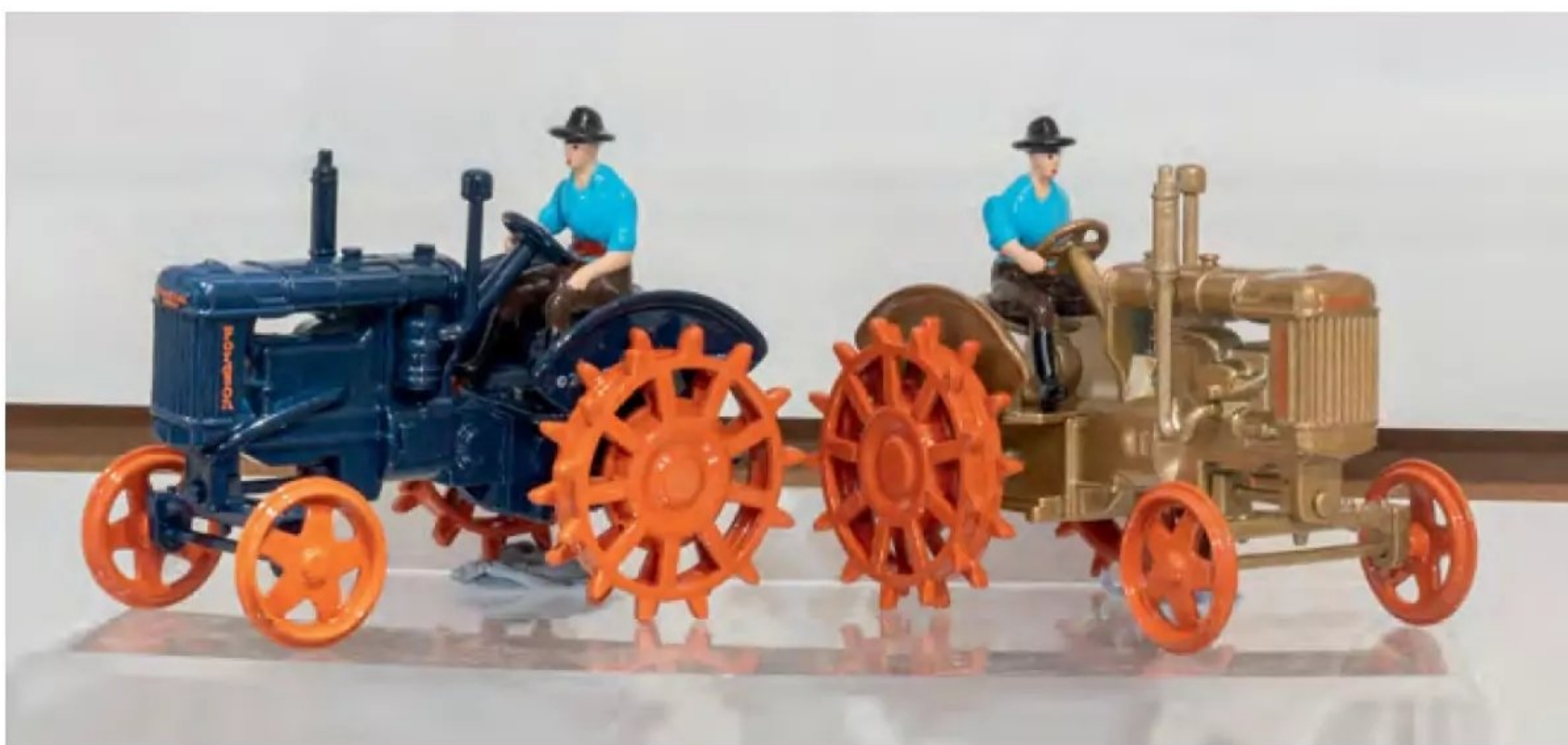
the spring when new stock has arrived. Demand from Fendt and its dealer network for the models had been much higher than expected. Alongside these tractors Wiking is developing a new Fendt and a John Deere tractor it expects to have ready by the end of the year. Further details on these tractors will be released later in the year. Sister company, Siku, announced two new tractors for 2024. There's a new remotely controlled Massey Ferguson S tractor that's expected in the second half of the year and before

BELOW Thousands of visitors descended on Nuremberg to see what's coming up this year.





LEFT The stand showing the models Britains plans to release during 2024.



ABOVE Britains plans to randomly include within the standard colour Fordson Major models 500 in gold.

LEFT Expected to be released during the summer Britains Ford 7600 tractor has detachable rear wheels.



ABOVE First public showing of Britains new John Deere 4960 tractor that should become available in the autumn.

Christmas, a special edition of its Fendt 700 series tractor.

USK Scalemodels announced they are releasing an updated USA spec Fendt 943 Vario MT tractor. Expected this spring the tractor features the changes introduced by Fendt to meet the latest USA emission standards. Schuco, now under the ownership of Spark, does not currently plan any completely newly tooled farm models this year. Instead it's introducing different versions, either tooling updates or new colours, of its current models. During the first half of the year, in its 1/32 diecast tractor range, there's a silver MB-trac 1800, a Fortschritt RS09-GT125 with loader, a blue Fortschritt ZT305A, updated Deutz-Fahr 8340, an orange Doppstadt Trac 200 and Schluter 2500VL on flotation tyres and Schluter 3500 with dual wheels. There's also a Ford 8210, Fortschritt ZT 305-A with rear flotation wheels, Fortschritte ZTt-300-GB in new colours and a Fortschritt HW 80 SHA tractor. In its 1/32 resin range there's Volvo BM 810, Doppstadt 206 and Schluter Super 1500V tractor. It has also announced a 1/87 Hurlimann D70 in and in 1/64 scale, a Unimog U406.

News of releases in Q3 and Q4 will be announced later in the year. Details of which will be found on their new website (www.schuco.de). This lists models currently available, models in transit and models in development.

Universal Hobbies did not have a stand but did disclose at the show some of the new tractors it plans to release in the next six months. Appearing in late spring or early summer there will be a Case IH 715 Quadtrac and Claas Arion tractor with front loader. Details of the tractors expected this spring were not released at the show but will have been released to the public before this article appears.

In scales other than 1/32 Bruder will be introducing a 1/16 scale Deutz 8280 TTV tractor with and without front loader and in its 2+ range a new Fendt tractor. Kovap, who specialise in tin plate clockwork models, are expecting to release an Ursus C-360 tractor this spring. It will be available to two different colours. In 1/87 scale Busch is introducing a Deutz F1M 414 and Fendt F15 tractor.

EQUIPMENT RELEASES

Alongside tractor releases there was a selection of equipment models announced for 2024. For those looking for a new combine Universal Hobbies announced it hopes to have ready in time for this year's harvest four or five new combines. These are the New Holland TX68 and Massey Ferguson 760 combines Universal Hobbies had first shown, as prototypes, at last year's show. Then there are models of New Holland's new CR11 combine and under Fendt and Massey Ferguson branding models of the Ideal combine. Universal Hobbies has plans to release other models later in the year but cannot provide further details now.

The only equipment Wiking has planned for 2024 is a dolly allowing the trailers it released in 2023 to



1 Launched at Agritechnica, Wiking's Fendt 728 tractor has proved popular meaning the general release model will not be available until the spring when new stock has arrived.

2 For Christmas 2024 Siku is planning this special edition of the Fendt 700 series tractor it launched last year.

3 Expected this spring is USK Scalemodels new North American edition of its Fendt 943 Vario MT tractor.

4 Tinplate and clockwork specialist, Kovap, will be introducing a new Ursus C-360 tractor within two months. It will be available in two different colours.



ABOVE From Britains their new New Holland CR9.90 combine should be released in time for this year's UK's harvest.



ABOVE Schuco had on display ten of the updated models planned for the first half of the year.



ABOVE Wiking's new 1/86 scale series I pickup Land Rover will be available in different colours.



ABOVE New remotely controlled green and yellow 1/24 scale combine with smoking exhaust from Esun Europe.



ABOVE Siku plans releasing its completely new remotely controlled Massey Ferguson S tractor in the second half of the year.



ABOVE New from Metal Time was this metal clockwork combine kit that's claimed to take about eight hours to build.

be towed behind its tractors. The dolly should be compatible with the trailers made by other makers. In 1/87 scale there's a new 107 Series I pickup Land Rover that will be available in different colours. Siku has no plans to release any new implements but has announced it is reissuing, in new colours, the plough and disc harrow it had in its range some years ago. For the UK and Ireland only Siku will also be reissuing its Claas mower, Claas round baler, hedge cutter and Massey 8680 tractor with animal transporter.

Equipment releases planned by Schuco in the first

half of the year in 1/32 scale include a Fortschritt HW 80 slurry tanker, a IFA W50 SHA dump truck and in resin a Horach Terra Trac TT250.

At Britains its first new equipment release, expected in February, will be a special black edition of its JCB 220X LC tracked excavator. Production has been limited to 2,500 pieces. Then over the summer there's a New Holland CR9.90 combine, buckrake, Kane dump trailer, a Land Rover set and updated building set planned. Autumn releases include a hedge cutter and an updated version of its JCB TM420S loader. The latter will be available in standard JCB colours and a like the excavator as a special black limited edition.

In 1/16 scale new equipment from Bruder included a tandem axle slurry tanker with dribble bar and Lemken cultivator. Finally, Metal Time had on show a metal, clockwork combine kit. It's claimed to take about eight hours to build and the only tool needed is a pair of small metal cutters. ■

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1955 First Overland Expedition

Steve Coles looks back at an inspirational 4-wheeled adventure, and the later scale models that it inspired.

The 1950s were almost certainly Land Rover's peak as far as adventure expeditions and scientific explorations are concerned. The first Land Rover, introduced in 1948, had very quickly been noted by many people for its solid construction, simple mechanicals and, of course, its ability off-road. Land Rover soon realised the sales potential of such expeditions, and the company's engineers were quick to appreciate the benefits of seeing how their vehicles performed in tough conditions. So much so that during the 1950s, Land-Rover themselves were willing to provide vehicles and technical support to those in search of places never before accessed by car. Back then, almost anyone with a plan could approach bosses asking for vehicles and support, and many did.

Among the most well-known of these expeditions are the three Oxford and Cambridge Universities expeditions: The Trans-African Expedition to Cape Town in 1954, the Far East Expedition to Singapore in 1955/56, and the Expedition to South America in 1957/58. Today, the most widely known is the middle of the three, usually now referred to as the First Overland Expedition after the book written by expedition member, Tim Slessor, detailing their journey.

HOW IT ALL BEGAN

Like many of these adventures, the idea for the First Overland began late one night. Tim Slessor and Adrian Cowell (who had been instrumental in planning the Trans-African Expedition) were discussing the idea, simply because no-one had ever done it before. Singapore is the furthest point from London that can be reached by land (once, of course, you have reached mainland Europe); the furthest east most expeditions reached was what is now called Kolkata. The problem being, the road that was constructed in 1944 during the Second World War to cross the Patkai and Naga mountain ranges had

become disused and derelict after the war finished. And it was this reason that cemented the idea and a plan was begun.

Word was spread and soon a team of six was put together. Each member was assigned a key role and given an appropriate title. Antony "B.B." Barrington Brown was the cameraman. Part of the plan was to film much of their adventure. Thanks should be given to BB's son Chris who has kindly supplied the original photographs from the expedition included here. Adrian Cowell was the Business Manager, Patrick Murphy was Navigator and Chef. Nigel Newbery, the only student from Oxford University, was Quartermaster and Mechanic while Henry Nott had the role of Chief Engineer. Finally, there was Tim Slessor who was the Scribe and Assistant Cameraman. He had already set up a book deal for when they returned to England to retell their adventures.

Adrian Cowell thought they should approach Land



ABOVE Both 'Oxford' (rear) and 'Cambridge' pausing for a photo opportunity. Photo credit: AC Barrington Brown and First Overland.

ABOVE RIGHT 'Cambridge' (front) and 'Oxford'. Photo credit: AC Barrington Brown and First Overland.

BELOW 'Oxford'. Photo credit: AC Barrington Brown and First Overland.





Rover to ask if they would provide two vehicles. He had been in contact with Land Rover the year before, when he was involved in the planning of the Trans-African Expedition, and he recalled how much interest the two Series Is had generated throughout the journey. Land Rover was more than willing to provide support and so delivered two brand new Series 1 station wagons. One was painted in light blue and one in dark blue, and they were immediately named 'Cambridge' and 'Oxford' respectively. Those names have remained with the vehicles ever since.

Six months and six days, and over 18,000 miles later, the teams finally arrived in Singapore on the 6th March 1956. Exhausted and battered, they had achieved what they had set out to do. Now there was just the small matter of the drive home!

ABOVE RIGHT 'Cambridge' showing the Whiskey and Soda labelled jerry cans.
Photo credit: AC Barrington Brown and First Overland.



Upon their return, both cars were returned to Land Rover and subsequently sold on. Fast forward a number of years and, although 'Cambridge' has been lost (down a steep ravine in Iran during another adventure) 'Oxford' was found, rusty and heavily cannibalised on the remote South Atlantic island of St. Helena. A group of enthusiasts worked together to get this famous Land Rover back to the UK and restored. It now not only attends regular JLR (Jaguar Land Rover) events but also took part in the 'Last Overland'; a modern recreation of the 1955 expedition (albeit with some alterations to the route due to wars being fought). Tim Slessor even drove 'Oxford' as part of this event.

THE MODELS

Both 1/43 and 1/76 recreations come courtesy of Oxford Diecast. We shall begin with the earliest set, the larger 1/43 models, released in 2016 as 43SET29. As we have come to expect from Oxford Diecast, these are cracking models. Their attention to detail and ability to add 'extras' to a model for the price point is second to none. Their 88inch Series 1 Land Rover has been released in a number of liveries and body types, thanks in part to the clever use of construction methods. The lower part of the body and entire front end are diecast metal, the windscreen

BELOW 'Oxford' and 'Cambridge' in miniature form.





LEFT The four models make a most delightful display.



ABOVE The front of the 1/43 'Cambridge' showing the Whiskey and Soda labelled jerry cans as well as the (incorrect) roof mounted spotlight.



ABOVE The front of the 1/43 'Oxford' showing the Gin and Tonic labelled jerry cans as well as the unique to these models winch. Even the tyre tread pattern is authentic.

and door screens are a separate plastic part and the entire 'hard top' at the rear is separate. This has allowed for open, canvas back versions as well as these early station wagons to be produced at a relative low cost. This is helped by the entire upper sections being all plastic affairs, simply painted to represent either canvas or aluminium hard top. What is notable is how convincing these look. The joins between sections are very tight, and it takes a close inspection to notice the different parts.

The overall Land Rover shape is spot-on and if you look closely you'll see rows of tiny rivets along the bonnet as well as the bonnet fastening straps. These are perhaps most noticeable on 'Cambridge' due to the lighter blue paint. The front grille is a separate part, and fittingly, is mounted over an opening, just like the real thing. Clear round plastic headlights and a crisp 'Land Rover' badge finish off the front of the standard Land Rover casting perfectly. The rear of these models are just as detailed as the fronts. The single round red rear lights are painted a nice shade of bright red to ensure they stand out. The Land Rover oval badge is beautifully picked out in black and silver and also features the additional 'Four-wheel drive station wagon' lower part. There is a GB sticker just below the badge while on the other side is the number plate. I particularly like the side door handles on these models, with an actual recess with the handle part standing slightly proud within the 'hole' in the door. These are then picked out in silver paint. Simply delightful.

There are a number of unique parts or extras on these models that really add to their authenticity. These include the jerry cans attached to the front bumper/wing ends used to carry extra water

supplies (despite being labelled 'whiskey' and 'soda' on Cambridge and 'gin' and 'tonic' on Oxford!). The winches cast into the front bumper mouldings are also unique to these releases. The most notable unique feature is the entire hard top. This comes with both side and roof windows as well as the extra, 'raised' roof section in white. There should be a roof hatch over the passenger seat in both, but Oxford Diecast can be forgiven for omitting this particular element. What they have included on both models is the single roof mounted spot/searchlight (operated by the passenger standing up, head out of the hatch). However on the original photos taken by Antony "B.B." Barrington Brown the spot lamp is only roof mounted on 'Oxford'. On 'Cambridge' it was mounted just in front of the windscreen, again so it

BELOW This rear view of the larger 1/43 models shows the attention to detail Oxford Diecast have gone to to replicate the finer details.





ABOVE A true 'little and large' comparison. These two are, barring the headlights, almost identical in every respect.



could be operated by the passenger. A small error, which in the grand scheme of things can be forgiven considering the level of extra parts and detailing these have. Each model features a differently cast roof rack load.

The printing on both is also superb. Both Land Rovers carry Dunlop, Brooke-Bond Tea and Mobilgas logos as the expedition was proudly sponsored by these companies. The countries the expedition visited en-route are proudly listed along the sides of the hard tops while the back door has 'London' and 'Singapore' on it plus a very large '1st Overland'. Also on the rear of both, above the door and little windows is a silver inverted 'V' shape picked out in silver. This represents part of the framework that was attached to the Land Rovers to fasten the tent to when making camp. The cars were reversed towards each other and the tent pitched between

ABOVE Both 'Cambridge' models showing just how similar they are, even down to the three part construction.



ABOVE The side of the 1/43 'Oxford'. All three body components are visible here, but they are not obvious. What is obvious is the delightfully cast door handle.



ABOVE Some of the finer detail on 'Cambridge'.

them. It is these details that for me make this pair a most delightful set.

Moving onto the smaller 1/76 set leaves you wondering just how the levels of detail and extras will stand up at this size. More of those later; let's start with the overall look of the casting. Just like the larger 1/43 Landies, these are made in the same 3 parts with the diecast lower and two separate plastic uppers. Once again, you have to look closely to notice. The bonnet rivets are there, as is the separate front grille (complete with a representation of the Land Rover oval). The only obvious difference is these 1/76 have silver painted headlights as opposed to the clear plastic insert of the 1/43. In every other respect, these are identical castings just smaller. And that is no bad thing indeed!

It is the same story with the level of extra details and additional parts. All the comments made about them on the 1/43 are all totally applicable here. You are really hard pushed to find any omissions; I have sat in both daylight and under a bright lamp looking closely at all four models and can honestly not pick fault with anything on the smaller ones in terms of the detail and additional parts. Hats off to Oxford for achieving this. They are the first Oxford Land Rovers I own, and I honestly suspect it won't stay that way for long!

These four models make a most delightful display on their own. Add to that the important historical significance of the First Overland expedition and they are well worth hunting down, I promise you will not be disappointed! ■



Tomica Publicity Vehicles

Mike Pigott looks at some models of unusual publicity vehicles from Japan.

Over the years there have been many customized and specially-built vehicles used to promote products, services and events. During the 1950s and '60s, these were very popular on the continent, ranging from standard cars and vans with displays on the sides or roofs, to bizarre creations that looked absolutely nothing like the base vehicle. In Britain, there were custom-built publicity vehicles made from fibreglass and shaped like the promoted product, such as Outspan Oranges and Cadbury Cream Eggs.

In Japan publicity vehicles are also widely used, and some of these have been modelled by Tomica as part of the 'Dream Tomica' range of novelty vehicles.

NISSIN CUP NOODLE

Cup Noodle was invented in 1971 by Momofuku Ando, the founder of the Nissin Food Company, as a cheap and easy way of serving the Japanese staple food of ramen noodles. They were originally sold in large styrofoam cups, and were prepared by adding hot water to the instant noodles. A wide range of flavours were available, and Cup Noodles were exported around the world. Pot Noodle is a similar product popular in the UK, although original Cup Noodles can be found at Asian supermarkets.

Tomica produced a Cup Noodle car in 2015, numbered 161 in the range. The vehicle is shaped just like a Cup Noodle carton, with its tapering, cylindrical shape. It has a very short wheelbase, and there is a front windscreen fitted showing a small interior space in tan plastic. There is minimal metal in its construction,

with only the small base being diecast. The bodywork is made from white plastic and includes the fenders. The Cup Noodle logo and other authentic details are printed around the cup, and even the instructions for use are printed on the top. The lid is hinged and can be opened, revealing a cup full of prawn noodles represented by a paper label. The cup rides on four narrow Tomica mag wheels.

CALBEE JAGARICO SALAD

The next model uses the same cup-shaped vehicle casting as the previous model, but for a very different type of product. Calbee Foods was founded in 1949, and specialises in snack foods, such as shrimp crackers and potato crisps. Calbee snacks are distributed around the world, and the company's Yushoi pea snacks are widely available in the UK.

A popular snack in Japan is the Jagarico Salad Potato Sticks, which are thick potato straws with potato salad flavouring. They are sold in large cups with a peel-off lid. The Tomica model of the Calbee Jagarico Salad publicity vehicle uses the same casting as the Pot Noodle car, although now moulded in green plastic. The small diecast base is white, and again rides on standard black Tomica wheels with chrome hubs. A colourful logo is printed on the front edge above the window, and there was a sticker sheet included for the purchaser to fit some additional paper labels on the sides of the cup. Printed on the lid is the nutritional information. The lid can be lifted to reveal a paper label showing the potato sticks.

ABOVE Glico Wagon with box.

// ...perhaps a better name would be 'Biscuit Van', as the model is a modified Citroen H van covered in various cookies.



ABOVE Calbee Jagarico Salad Car.



ABOVE Jagarico Salad car with lid open.



ABOVE Nissin Cup Noodle Car.



ABOVE Cup Noodle Car showing prawn noodles.

ABOVE RIGHT Sweets Car, based on a Citroen H Van.

RIGHT Intricate printing on rear of Glico Wagon.

SWEETS CAR

Morinaga & Co Ltd is a Tokyo-based company that produces sweets, chocolates and biscuits. 'Sweets Car' is possibly a poor translation; perhaps a better name would be 'Biscuit Van', as the model is a modified Citroen H van covered in various cookies.

Recently I have noticed huge numbers of old Citroen H vans being used as mobile shops, coffee stands and catering vans in London and other parts of the UK. There seem to be more of these vans around now than there were in Paris in the 1960s. Then one day while buying a coffee from one of these vans in a shopping centre, I noticed that it was not an original Citroen H, and was actually a non-working reproduction made from fibreglass. Possibly Tomica's model of the Morinaga Sweet Car is based on a static display vehicle, as most of the bonnet is missing. The model has a pink cab with a pale blue interior, blue-tinted glazing and a big chocolate biscuit for a cab roof. The truncated bonnet has been replaced by a 'Choice' biscuit, with a blue bumper and brown headlights. The rear fenders are wafers, with a cream cake mounted on top covered with brown and pink chocolate balls. The circular rear door is a 'Marie' biscuit. The base is dark brown and the wheels are light blue with tan hubs.

GLICO WAGON

Ezaki Glico Ltd is another big Japanese food company. It was founded in 1919 by Riichi Ezaki to manufacture caramels, and later moved into biscuits, ice cream, desserts and stock cubes. The company's best-known product is Pocky, biscuit sticks with chocolate flavour coating; these are sold in Britain and Europe under the name Mikado.

To promote its products, Ezaki Glico runs a publicity vehicle called the Glico Wagon. This tours around Japan making appearances at shopping centres and schools to give out free samples of snack products. It is a modified Toyota HiAce van with a retro-style front end. The van is red with a white roof and a giant box of Pocky sticking out the top.

In 2021 Tomica introduced a model of the Glico

Wagon, although unlike the previous models it was not part of the Dream Tomica line, but the main series, where it is currently #58. This is most likely because it is a well-known vehicle in Japan that has wide appeal to children and collectors. Modelled in 1/64 scale, it has a diecast body and black plastic base with standard Tomica wheels. It is accurately painted red with white roof, white stripes on the front and accurate signwriting on the sides and rear doors. The interior is silver grey and incorporates the front bumper, while the glazing is dark grey tinted. The modifications of the real vehicle are included, such as the bottle-shaped door handles and the triple cone-shaped tail lights. A bank of seven coloured lights is mounted on the front bumper, and this is represented by a metallic label. And of course the van's most distinctive feature is reproduced – the giant pack of Pocky on the roof, complete with a few sticks poking out. This is a separate plastic part with a paper label, although it is sticking up at a much less steep angle than the real thing.

PACKAGING

The models were packaged in standard red and white Tomica boxes with a photo of the enclosed vehicle on the front. They were only distributed in Japan and the Far East, but can still be found at reasonable prices online. ■



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Never give up

This is the story of an Italian rally driving champion obsessed with winning the Safari Rally. **Francisco Mota** looks at how Sandro Munari desperately tried to reach his goal, through a collection of 1/43 scale model cars.

Photos: João Carlos Oliveira

Many of us who collect motorsport-related scale model cars, are always looking for winners of a certain event, or wins by a favourite driver. There are numerous derivatives of this “glory hunting”, as many as each of us can imagine. Sometimes, collecting themes like this ends up having several repeated scale models, and that’s for a reason. When a driver has the chance to be in the most competitive car of an era, and is able to extract its maximum performance, he may well repeat victories in consecutive seasons. That’s something difficult to avoid, when collecting winners of great events like Le Mans 24 hours or the Monte Carlo Rally, to name just a pair of the most popular themes among 1/43 scale model cars collectors.

But, what if we look for something different? Find a good story and try to follow it through our beloved scale replicas? The Safari Rally has always been one

of my favorite collecting themes. Rally cars ready to tackle the challenge of Kenya’s most difficult gravel roads, always looked special to my eyes, with its “bull bars”, snorkel intake systems, searchlights, raised suspension and other details that makes each Safari scale model different from any other WRC event. This was particularly true in the classic era, let’s say until the late 1990s, before such accessories started to fade away from the cars, as the element of surprise became less present. Finding a wild animal crossing the road, while a car was driven flat out on a long straight was no longer a common happening in the Safari Rally.

Before that, this was the most demanding and unpredictable rally in the world. Paris-Dakar only started in the late seventies and, anyway, it was a rally-raid, not a true drive against the clock, as all WRC events. There was a degree of adventure in the Safari, making it a different challenge for cars and drivers. Some top drivers just hated it, others became specialists in navigating the specificities of such a rally.



MAIN IMAGE

Sandro Munari entered the Safari Rally with very different machinery, from left: Porsche 911 SC (Arena), Lancia Stratos HF (HPI Racing) and Alfa Romeo GTV6 (GoupBmodels).

Others fell somewhere in between, but had the dream of winning the Kenya enduro, even if only once.

THE SAFARI BUG

Probably the best-known story involves the Italian rally champion Sandro Munari. He won the prestigious Monte Carlo Rally by four times, three back to back, driving a Lancia Stratos HF in the mid 1970s. He was the driver who could extract the best out of the most incredible rally car of his time, in such varying conditions as tarmac, gravel, snow or ice. No doubt, he also wanted to do the same on the frequently muddy African roads. In fact, the Safari challenge grabbed his attention a few years before, while driving the works Fulvia HF, Lancia's official rally car in the late 1960s and early 1970s.

The first time Sandro Munari entered the Safari Rally was in 1970. He led the event in two different occasions, being the last Lancia driver still rallying, after his two team mates retired. Under heavy rain, Munari was caught in a sudden transition from tarmac to gravel, went off the road and plunged into a ditch. His co-driver, the local Lofty Drews broke his nose, the Fulvia was bent beyond repair and Munari caught bronchitis sheltering from the rain after the accident.

Progetto K, an Italian model maker, released a

diecast of this Fulvia HF a few decades ago. By today's standard, it's a very simple model, however, it features the right colour combination, red with matt black bonnet, and all the necessary decals. It also has the special black "bull-bar" protecting the front end, and an extra searchlight by the right front roof pillar. The grille and headlamps are a little on the basic side, wheel rims are the correct shape, but are chromed finished, instead of aluminum and the cabin does not feature any of the rally accessories. Still, it fills a gap in this collection.

Obviously Munari felt he could do better and was back with Lancia's works team the following year with a new Fulvia HF. This time, the organizers made the longest route ever, with a total of 3977 miles – a true challenge. Munari had a transmission problem and retired in the early stages. The team decided to concentrate in other events for 1972 and 1973 and did not make the trip to Africa, returning only in 1974. The revised Fulvia 1.6 HF was better prepared than ever to face the difficulties of a very wet Safari. Munari was in the leading positions through the entire rally and finished in third place, at his third attempt. Scale models of the 1971 and 1974 Lancia Fulvia HF's could not be found for this article, however, decals sheets were located so a couple of Code 3, probably based on Altaya/Ixo releases are on the cards.

The first time Sandro Munari entered the Safari rally was in 1970. He led the event in two different occasions, being the last Lancia driver still rallying, after his two team mates retired.



ABOVE Italian model maker Progetto K launched a diecast of Munari's first attempt at the Safari rally.

LEFT Front protection structure is reproduced by Progetto K in the 1970 Lancia Fulvia HF.



ABOVE Wheels have the correct styling, however they have a chromed finish, instead of aluminium in the real car.

THE STRATOS ERA

Before the 1975 Safari, Lancia planned several testing sessions so the Stratos HF would be properly developed for African rallies. A team of two cars started the rally and were favourites as the weather was mainly dry through the entire event. The Stratos HF was much faster than Peugeot's 504 sedan, however, at the end the French carmaker took the first podium position, followed by the pair of Stratos HF. A wrong tyre choice by the team was to blame for the fiasco, as both drivers had numerous punctures, Munari had twelve on his way to second place. HPI Racing released a high quality diecast some time ago and it still looks amazing, as do all 1/43 scale models from this manufacturer. It features the first Alitalia livery, with the lower half of the car and roof painted green and the middle in white. There are big black protection structures, front and rear, plus a second spare wheel over the rear engine cover. Wheels are painted in different colours, back to front, the spotlight pod is in night configuration and there are wide mudflaps at the rear, plus a long roof aerial.

The following year, Lancia put in place another Safari program, with further testing before the event. Stratos HF's were now painted the definitive Alitalia colour scheme. However, very wet conditions, river floods and too much mud prevented the Stratos HF from exploring all its capacities. From the three engaged works cars, only one finished the rally, Vic Preston Junior in a lowly 12th place. Munari was out at midway when his engine seized. We have two scale models of this car, one made by HPI Racing and the

other a recent release by Spark: the old diecast versus resincast debate. Side by side, this pair looks very similar, in terms of both shape and proportions. The biggest difference is the green hue for the Alitalia livery, much darker in the HPI Racing than in Spark's model. Probably the real hue should be somewhere in between. Spark's wheel rims are smaller and do not fill the arches as well as HPI's, but both models have different styling and colours for the front and rear



LEFT The first Lancia Stratos HF Munari driven in the Safari had a spare wheel on the rear engine lid, model by HPI Racing.



LEFT The last time Lancia took the Stratos HF to Africa, the car had yellow wheel rims, as noted by HPI Racing.

BELOW First and last Safari HF ever to enter the Safari Rally had different liveries and details, both models were released by HPI Racing as diecasts.



RIGHT In 1979 Fiat group replaced the Stratos HF for the 131 Abarth and Munari went back to Africa, for his last tiem as a works driver, model by Troféu.



ABOVE Troféu did no forget the rear protection tube in this diecast.



ABOVE The pair Munari / Maiga won several rallies, but were never lucky in the Safari.



wheels. The second spare wheel is rightly positioned on the roof, next to a small antenna. Spark seems to have the right positioning for the rear mud flaps and the front protection tubes also have a slightly different shape and black mesh net, unlike HPI's Stratos HF. Side mirror is placed differently in each model. Probably, Spark's effort is closer to reality, but both models look very good.

FROM LANCIA TO FIAT

The 1977 Safari was the last that saw Lancia entering the Stratos HF, now a perfectly developed car, with a special version exclusively made for the African rally. It was another flooded edition, with 450km of route cancelled, with Lancia taking a works team of three cars. Munari was the best classified, finishing third overall. HPI Racing launched a replica of this car, identified by its yellow wheel rims with mud tyres. It is similar to the car from the previous year, with a second outside mirror on the right front wing and some mesh net on the front "bull bar".

Stratos ended its career and Group Fiat replaced it with the 131 Abarth. This was the car Munari entered his 8th Safari Rally in 1979, after one year absent from Kenya. Fiat had three cars for Munari, Alén and Röhrl and they got to the end, the best classified being Alén in third, while Munari had a broken drive shaft that delayed him to 10th place. Troféu released a very nice diecast of the last works car driven by Munari in the Safari Rally. It features a tube protection at the front and back, plus extra mud flaps and a searchlight near the windshield. Wheels are of the narrow type and the livery is perfect. Shape

and proportions are the usual high quality by Troféu.

Fiat was not to return to the Safari and Munari's carrer as a works driver came to an end in 1980. However, he was not done with the Safari Rally. For the next four years he kept coming back, with very different machinery and the same dream of victory.

TRYING EVERYTHING

In 1981 Munari embarked in a new adventure with Dodge. At least he thought so. Just before the rally started, the American brand retired support to the team in Kenya, that ran four gigantic 4WD Ramchargers, fitted with 6-liter V8s and automatic gearboxes. Munari's broke just 50km into the rally. For this one, a Code 3 based on a Neo street version was ordered and looks stunning, with that golden bull-bar and fat wheels. The model looks out of scale, but it is indeed at 1/43, the real thing was gigantic.

For the following year Munari was back, driving something completely different, a Porsche 911 SC privately entered by himself with some Italian sponsors and prepared by French specialists from Porsche Almeras. He had to retire, following several mechanical problems that exceeded the time penalty limit and was excluded. Italian resin kit specialist Arena has a replica of this car in its catalogue and it looks really good, once assembled. There's a single spotlight on the front bumper, outside the traditional light pod on the front hood, plus a single searchlight near the right side wing mirror. There's also a protection plate under the rear engine, a small bull-bar at the front and a very long roof antenna, plus the traditional Fuchs wheels.



ABOVE Spark model (right) has a pair of mesh nets on the front "bull bar".



ABOVE Dimensions are the same, between HPI Racing (left) and Spark (right).



ABOVE HPI Racing (left) and Spark (right) released two interpretations of the same 1976 Stratos HF. Wheel size and green hue are the main differences between two excellent scale models.



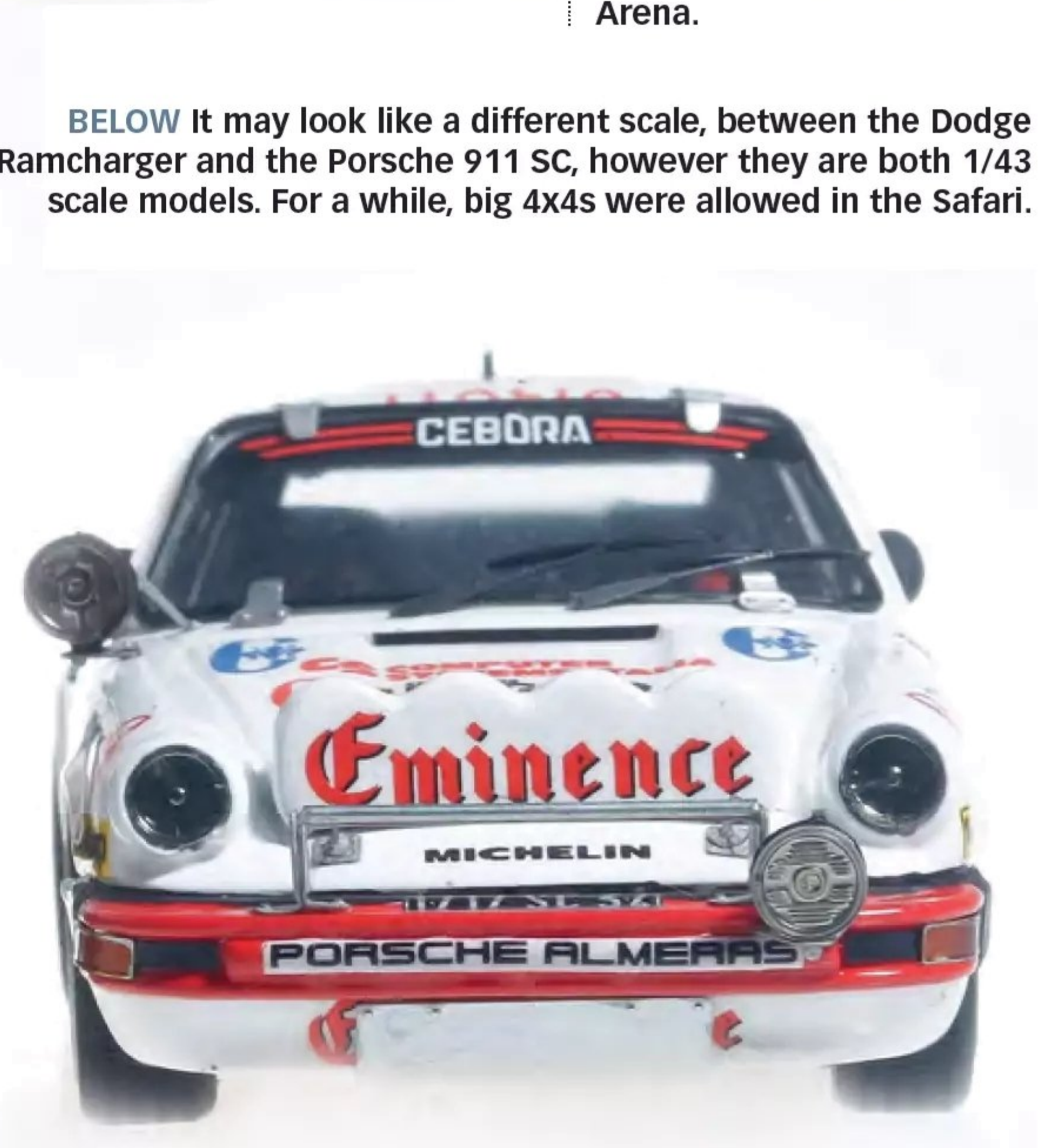
ABOVE Two handmade resin models by GroupBmodels, the 1984 Toyota Celica TCT (left) and the 1983 Alfa Romeo GTV6 (right). Both have high quality and lots of details.

Another year, another brand for Munari. In 1983 it was time to go back to an Italian manufacturer, Alfa Romeo and a beautiful GTV6, prepared and entered by Autodelta, the works team. He was not very lucky, retiring again with mechanical troubles about half way. For this one, we found a resin hand-made by GroupBmodels. Shape is very close to the real car's, there are black wheels and black tubular structures, front and rear, plus huge Carello spotlights and very detailed mud flaps. Raised suspension gives it Safari credibility and decals have all the sponsors in place.

Munari, now aged 44, still tried his Safari luck one last time in 1984. His car of choice was a Group B Toyota Celica TCT. It was the first time for this

car in the Safari, but it was so reliable that works driver Björn Waldegård won the rally at the first attempt. Munari got hold of a used test car from Toyota. Again, mechanical troubles meant he could not reach the end of his last ever Safari Rally. For this one, GroupBmodels came to the rescue with another hand-made resin model. Like the real car, the scale model is just plain white with some technical sponsors, featuring correct shapes and proportions.

Munari was twice Italian rally champion, European rally champion and winner of the 1977 FIA World Cup for rally drivers, predecessor to the world championship for drivers. However, a Safari victory always eluded him. ■



BELOW It may look like a different scale, between the Dodge Ramcharger and the Porsche 911 SC, however they are both 1/43 scale models. For a while, big 4x4s were allowed in the Safari.



ABOVE The 1984 Celica TCT was the only group B car Munari drove in the Safari rally.



ABOVE Detailed mud flaps and black wheels in this lovely Alfa Romeo GTV6.



ABOVE Searchlight is a very detailed piece in Arena's hand built resin scale model.



ABOVE Dodge Ramcharger 4x4 had huge wheels, just like in this scale model.

LEFT Dodge Ramcharger is a Code 3 based on a street version launched by model maker Neo. Porsche 911 SC is a resin hand built by Arena.



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The 'Dambusters' Lancaster

In 1943 No.617 Squadron was formed with the Lancaster B.III (Special) to strike key dams in the German industrial heartland. **Jarrold Cotter** looks at the Corgi model of the specially modified aircraft flown by the unit's Commanding Officer Wg Cdr Guy Gibson.

No.617 Squadron, famously known as the 'Dambusters', is probably the most well-known RAF unit. Its fame came as a result of the daring raid of 16/17 May 1943, when the squadron successfully carried out Operation *Chastise*, which aimed to breach three dams in the industrial heartland of Germany and hence the unit's 'Dambusters' nickname. The raid became the single most famous operation in the history of aerial warfare.

For the attack the squadron used a special weapon codenamed *Upkeep*, actually termed a mine but more commonly referred to as the 'bouncing bomb'.

The Avro Lancaster used for the raid was the

ABOVE A close-up of the front end of the model of ED932. Note that instead of exhaust stubs on the engines it is fitted with shrouds.

B.III (Special), modified from the standard Lancaster configuration to be able to carry one *Upkeep* each in a specially designed calliper device that could rotate it at the 500rpm required for the weapon to bounce off the surface of the water. Furthermore, the bomb needed to be dropped from just 60ft, at night, and at a specified speed and exact distance from the dam. To achieve this further modifications were required.

The raid was a success, with the Möhne and Eder dams both being breached and the Sorpe damaged. Of the 16 Lancasters that reached their targets eight were lost, only three of the 56 aircrew survived being shot down.

It was for this operation that Commanding Officer



INSET On the model's box top there is an inset picture representing how the lamps look in dim light.

BELOW Corgi's 1/72 scale model of Wg Cdr Guy Gibson's Lancaster B.III (Special) ED932/G AJ-G as flown on the famous Dambusters raid of 16/17 May 1943.

Wg Cdr Guy Gibson was awarded the Victoria Cross. In this article we will look at the changes made to the Lancaster B.III (Special) and the Corgi 1/72 scale model of Guy Gibson's aircraft, ED932 AJ-G.

MODIFICATIONS

By 1943 the Lancaster had become the backbone of RAF Bomber Command and was the most versatile of bombers. Barnes Wallis had calculated that he would be able to make the *Upkeep* light enough to be carried by the Lancaster. Roy Chadwick, who had led the team designing the Lancaster, was summoned to a high-level meeting at the Ministry of Aircraft Production in London on February 26, 1943. At this meeting Chadwick was informed of the proposed secret dams raid and provided with details on the weapon to be used.

The Lancaster was a highly capable bomber and boasted the largest uninterrupted bomb bay of any aircraft of World War Two. Being a top secret operation the fewer people who knew about the project the

better, so Chadwick made the necessary modifications as required before giving the draughtsmen at Avro different components to complete the working drawings. They were, however, unaware of what the modified Lancasters would be specifically used for.

The aircraft were termed the Avro Type 464 Provisioning Lancaster. Some 23 were ordered and these came out of the late ED serial range being produced at Newton Heath, Manchester.

The main modifications included removing the mid-upper gun turret and the bomb bay doors. The bomb bay area was to be faired fore and aft to reduce drag. The front fairing was a sort of ramp that extended downwards towards where the *Upkeep* weapon would be fitted.

A small variable speed gear hydraulic motor was installed in the middle section of the cabin, in the floor of the fuselage in the facing of the bomb bay. This would drive the mine-rotating belt on the starboard calliper bracket. The compact motor was about 15 inches in height and was driven by a pump that on a standard Lancaster would power the mid-upper turret and bomb bay doors.

As already mentioned, Wallis had calculated from trials that the *Upkeep* would need to be rotated at an accurate speed of 500rpm before release. The task of starting the process was given to the wireless operator who would need to begin the spinning of the mine 10 minutes before it was released. He also had to check a built-in tachometer to ensure that the weapon was being rotated as the required 500rpm.

Despite the fact that the mid-upper turret, guns, ammunition, bomb bay doors and bomb mountings had been removed, the additional equipment needed added 1,190lb to the Lancaster's tare weight, while the *Upkeep* mine weighed in at 9,250lb. At the time this was the heaviest single weapon carried by an RAF aircraft.

Another vital modification was the fitting of two spotlights, one fore and one aft on the lower fuselage. The beams of the lights were aligned so that they merged at precisely 60ft above the ground, which would mean that they could be used to ensure the Lancasters were flying at the correct height when they would be flying over the water of the dams. At such a low height the altimeters would not be accurate enough to gauge this.





ABOVE A view of the underside of the model, showing how the cutaway bomb bay area has been modelled in 1/72 scale.

LEFT A rear view of the front of the model, showing how the Upkeep hangs down on callipers.



FAR LEFT This view shows the front lamp on the model. Note also the screw which is undone to remove the cover of the Lithium battery.

LEFT A close-up of the well modelled Upkeep.

LANCASTERS ARRIVE

The first Lancaster to be converted was ED765/G. The G suffix to the aircraft's serial number denoted 'Guard', meaning the aircraft was secret and required special attention regarding its security. ED765 was flown to the Royal Aircraft Establishment at Farnborough on April 8, 1943 and it was this aircraft that was used for the first full-size *Upkeep* trials at Reculver that commenced on April 10, when the aircraft operated from RAF Manston in Kent.

Further examples of the Type 464 Provisioning Lancasters were test flown and then delivered to 617 Squadron's base at RAF Scampton in Lincolnshire. It was from Scampton that low-level flying training would be carried out before the raid. This was a period of intensive flying for the crews, getting them used to flying at low-level at night. Training of dropping *Upkeep* also continued at Reculver.

COMMUNICATIONS

Modification work on the B.III (Special) Lancasters was ongoing during the build-up to the raid. RAF engineers were assisted by workers from Avro and the Ministry of Aircraft Production.

Usually the aircraft would be fitted with TR 1196 radio transmitters, and these were initially used during training but were not deemed ideal for an operation where the aircraft had to communicate with each

other intensively. A test was carried out using this standard transmitter at 2,500ft in daylight and the results were satisfactory. However, when further tests were carried out at night the results were not so good, as there was too much background noise making communication difficult.

The solution came in the form of the Very High Frequency TR 1143 radio transmitter. These were ordered and arrived at RAF Scampton on May 7, and just two days later all 18 Lancasters had been fitted with the new radio communication equipment.

This new equipment was tested during the unit's final practice flying for the operation. At low-level, at night, the other pilots could hear Gibson and were also able to communicate with each other without their voices being distorted or drowned out by electronic static.

EPILOGUE

The overall modifications made to the Lancaster by Roy Chadwick for Operation *Chastise* were unique. No other bomber, then in service, would have been capable of carrying the *Upkeep*. Originally Barnes Wallis had even thought that he would have to design a new aircraft to carry special bomb, as when he first started work on the bomb there was no aircraft in service that would be capable of carrying the load. However, by the time the weapon had become a reality the Lancaster was in service and as previously



RIGHT Here we can see the plate which is fitted in place of the mid-upper turret to model a B.III (Special) from the Dambusters raid.

FAR RIGHT Another view of the front lamp showing how it points down.



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No other bomber, then in service, would have been capable of carrying the Upkeep.

mentioned was versatile enough to be modified for the *Upkeep*. Even though 617 Squadron used the *Upkeep* with great success, as it could be placed on a specific target with great accuracy, it was never used again.

Although the surviving Lancaster B.III (Special) bombers went on to fly later with 617 and other squadrons, sadly none survive today. Most of them even survived the war, but were simply struck off charge to be broken up by scrap dealers. Gibson's ED932 was finally scrapped as late as 1947, and we can only wish that it had been saved to sit in pride of place at a prestigious location such as the RAF Museum to give later generations a reminder of the loss of life and history making modifications that enabled this daring raid to be carried out.

MODIFIED MODEL

Corgi's 1/72 scale model of Gibson's Lancaster B.III (Special) ED932/G AJ-G (AA32608) is as you can imagine quite a significantly modified tooling. It features the cutaway bomb bay rather than bomb bay

doors as on the company's standard Lancaster models. Mounted in the correct position in there is a well modelled *Upkeep*.

Also, the model features two small lamps to represent those used on the Dambusters Lancasters for the raid. These are powered by a lithium battery which is fitted inside a cover on the forward bomb bay. There is a slide switch to turn them on and off.

The final main modification is that the model has no mid-upper turret. There is a plate of metal in its place.

A cradle stand is provided with the model, or it can be displayed with its wheels down. As usual the parts are included should you choose to display it with the wheels up on its cradle stand.

I think the modified tooling offers a pleasant representation of the real B.III (Special) flown by Gibson. While the real ED932 was unceremoniously scrapped in 1947, enthusiasts can at least have a metal model of it on their display shelves. However, finding a second-hand example of one may be quite a tricky exercise! ■



The Corgi model of Gibson's ED932 alongside a Corgi 1/72 scale Panavia Tornado, offering a model comparison of two very different eras of 617 Squadron history.



Rover 2000 Monte Carlo Rally

Steve Coles continues his series comparing vintage models with their present day counterparts.

Regular readers will hopefully be aware of this bi-monthly study of an older toy and a modern equivalent. Last time we looked at Corgi's Triumph Herald Coupe and matched it with a modern 1/76 Classix example. This month we are going to once again delve into the box of old cars that my uncle gave me. The next toy is the Corgi Rover 2000 in Monte Carlo Rally trim from 1965. In its day, the Rover 2000 was not only a very advanced car engineering wise (it was the inaugural winner of the European Car of the Year Award in 1964) it was also very good looking. Corgi first released its Rover 2000 casting, in blue, in 1963 as model 252. After the success of their Monte Carlo Minis (Corgi seemed to produce a new one each year when a different

Mini won the Monte) they decided to ride on that success with more Monte Carlo liveries. 1965 saw the introduction of a Monte Carlo Citroen DS and, as number 322, this Rover 2000.

FIRST IMPRESSIONS

I have to say I do love the shape of this car, I feel Corgi captured the proportions of the early Rover P6 perfectly. Modelled to approximately 1:46 scale, this one (like the road version) also features Corgi's 'Trans O Lite' illuminating lights system. This used plastic fibre-optic style 'tubes' from a lens in the rear window whereby when light was allowed in, it made the twin headlights appear to light up. What Corgi did do with this version however is cast in two neat, round spot lamps below the bumper and painted them silver as well as adding a pair of jewelled headlights style extra driving lamps in the front grille. While the overall shape of the P6 is really good, this casting is otherwise lacking in additional cast-in details. The body is painted a dark maroon colour with contrasting white roof and wears number 136, this model represents 4 KUE and was the car driven by Roger Clark in the 1965 Monte Carlo rally. Apart from the large 136 on the doors the only additional parts to the Monte Carlo livery are an oversize rally plate on the front nearside corner of the bonnet and another on the boot lid. Painted details are limited to the lower front spot lamps, front and rear bumpers and both number plates which are

ABOVE Corgi (left) and Lledo Vanguards both have the additional grille mounted lamps and lower spot lights included



LEFT A 1965 magazine advert by Rover.



ABOVE Both cars have the boot mounted Monte Carlo rally plate. The Corgi (left) is somewhat oversized.

LEFT Bonnet mounted rally plate is featured on both. This close up view also highlights the difference in colour.

LEFT The wheels of the Vanguards Rover look correctly like standard road wheels without their chrome hub caps.

BELOW RIGHT Corgi (behind) and Lledo Vanguards showing the difference in size.

BELOW LEFT The rear of the Vanguards has the correct number plate, rally plate plus a delightful ROVER badge.

all picked out in silver. The rear lights are also painted silver with the upper half being picked out in orange.

AND FOR THE 'NOW'

Paired with this original Corgi is the Lledo Vanguards Rover 2000, first produced back in 1998. This Monte Carlo example, VA27008, was released in April 2000 as part of the 'motorsports' range of Vanguards. Produced to an accurate 1/43 scale, this is painted a slightly darker shade of maroon, but still with the white roof. Like the earlier Corgi, it wears large 136 numbers on both front doors and also has both rally plates. As you would perhaps expect from a more modern model aimed at the collector market, the plates are not only more accurate in terms of their size but also the accurate positioning of them. Like the Corgi, this Lledo model also sports the four additional driving lamps; with ones above the bumper slightly larger. The Lledo also has the '4 KUE' number plate fitted to the rear as well as mounted on the front edge of the bonnet. However, I have so far only seen one period photograph with the number plate fitted here, and in that it also wore its front number plate on the bumper where the road cars had it. Maybe there's a reader out there who can help clarify this? Also, with this being a modern collector's model, the windscreen wipers, window surrounds, door handles and fuel filler cap are all picked out in silver. There is also a delightfully fine 'ROVER' lettering badge on the bootlid as well as a nice Rover Viking badge on the front grille. Unfortunately, due to increased cost implications, Lledo Vanguards racing and rally cars produced during this period just had the standard road car interiors fitted. But for this era of rally car is fairly accurate as this was rallying in a time before roll cages and built in fire extinguishers. The final touch which I do like is the wheels. Not only are they correctly black but look like the standard road wheels minus the chromed centre caps, as the wheel bolts are visible – a nice touch.

So onto the final question of which is the better representation. Unlike last time's Herald conclusion, which was a fairly even result in my opinion, I think as delightful as the Corgi is (especially with the Trans O Lite lights), the Lledo definitely has the edge here for its accuracy and levels of detail, even for a relatively early Vanguards release. But they both still make a very attractive pair of models. ■





A star like no other!



Brian Salter remembers the only dedicated contemporary model of the nation's favourite veteran car.

There looks to be a growing resurgence of interest in these pages for ancient motoring and I'm meaning the vehicles more than the drivers, before you ask.

Before anybody gets in too deep, I would like to pay homage to Britain's most well-known and famous vintage vehicle, the lady Genevieve. Nearly 70 years ago now the people at film producers J.Arthur Rank were about to look for two vehicles to take part in a race, as it was put then; a comedy dramatisation of two participants in the annual London to Brighton run. The fact that one of the cars was given the name Genevieve has proved to be pure brilliance.

The film actually made six stars, four with two

legs a piece, two with four wheels. John Gregson and Dinah Sheridan crewed the 1904 Darracq Genevieve, alongside Kenneth More and Kay Kendall in the 1904 Spyker, who provided the competition. If that is not enough to make you want to watch, just focus on the traffic on the main road south out of London in 1952, or on what used to be termed the 'riding mechanics'.

Models of veteran cars were very popular then but it took a full three years for the first model of Genevieve to appear. Fortunately, it was British through and through, good old Lone Star. The film is held well and truly responsible for increasing the appreciation of these vehicles generally, both real and model. Also, at about the same time, the first Highway Pioneer kits were arriving from the US.

ABOVE Everything as it should be. The observant may notice a thin piece of fuse wire pulling the wheels closer together and the axles straighter. Fortunately the plastic is not at all brittle, probably the reason for the distortion in the first place.

INSET A classic poster for a classic film, colour correct for Genevieve. They don't make em like that any more.



A happy D C M T Co party with Genevieve—well-known film star, the miniature model of which has proved so popular

ABOVE Is this Earls Court in 1956? Quite a triumph for Lone Star all round, even three years after the film's release.

is, despite the advertising, certainly no toy. It is just nowhere near robust enough. But DCMT were also manufacturers of machine tools and it looks as though this could have been designed as an example of what could be achieved. We have a suitably heavy diecast body with a very fine (perhaps too fine!) plastic chassis. This includes both axles with open space above, four completely open road springs, and four open sided mudguards with mounting stays, the lot in one piece with the body underside. The lamps, horn, steering column, seats and radiator are all separate and match the chassis in colour.

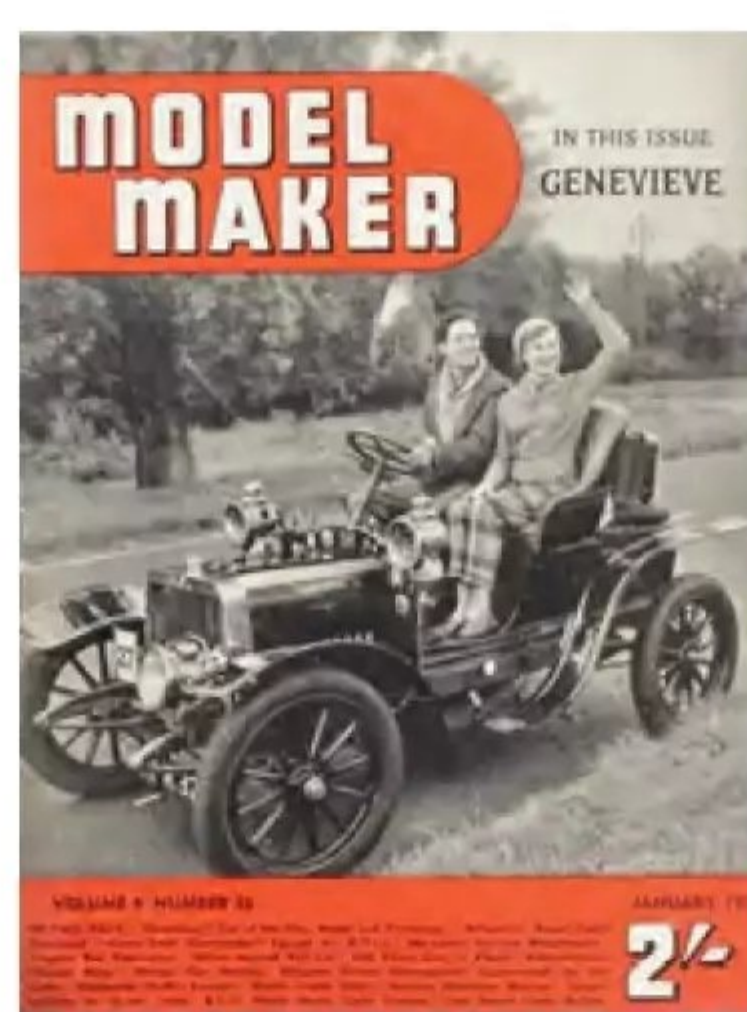
The two separate figures, nicely moulded and decorated, could claim some affinity with the film's characters but they are also used on other veterans in the series. The lady shows some variety though and can be found in red, green, and two shades of blue. Genevieve herself can be found with a red or black body above a yellow chassis, or metallic blue or silver above black.

After the film the real car was seen on DCMT's stand at the Earls Court Toy Fair in early Spring in 1956. In due course it was purchased by New Zealand car collector George Gilltrap, passing to Australian motoring enthusiast Paul Terry. After its forty-year holiday down under it returned to be displayed at Beaulieu, subsequently going to a Dutch motor museum. All is well though, she took part in the 2018 Brighton Run.

Other models of the Darracq were subsequently made, notably by Airfix, but although the *Genevieve* connection is usually made, it is generally little more than just a mention. The Spyker was not missed but it took Lesney until 1961 to do it. The veteran Road Masters did not survive beyond 1957, some say because of weak wheels but today another problem manifests itself, a weak chassis; the wonderfully moulded axles bend, slowly, so the wheels give the impression the car has Dumbo as a passenger. Don't let this put you off, it can be remedied. Enjoy the one and only dedicated contemporary model of the nation's favourite veteran car. ■

ABOVE & LEFT As she comes - a very flimsy box once opened but it does make a great display without the distraction of a window. The label seen here is behind the car but on the outside of the box when closed.

LEFT Two adverts from early 1956 issues of Games and Toys all very cheerful. Interestingly and almost unbelievably, Harbutt's Plasticine had the model, in plasticine, on their stand at Earls Court.



ABOVE The January issue of Model Maker. A two-page article about the real vehicle tells us that Genevieve is the result of the re-build of two other vehicles, one of which was rescued from the base of a vast pre-war car dump. Included is a fine detail drawing, the dimensions very useful in attempting to work out any model's scale.

"Genevieve" was the name given to this 1904 12 h.p. two-cylinder Darracq when it made its debut as a film star, taking the leading role in the J. Arthur Rank Organisation Release with that title. The owner of the car is a member of the Veteran Car Club of Great Britain, and the Darracq takes part in the annual R.A.C. Brighton Run, which commemorates the removal of the regulations in 1894 by which no car was allowed on the Public Highway without a man walking in front. No doubt that car was chosen for the name part in the film because it is still in a particularly serviceable condition, but as is the case with some other film heroines, its early history is hidden in obscurity. When first produced, the car had several claims to originality with its pressed steel frame acting as a support for the engine and gear box, and an automatic regulator for the carburettor which ensured a proper supply of fuel even when the car was inclined on hills with a nearly empty tank. It also has steering column gear change, which was a feature of Darracq cars for many years.



This was the start of Lone Star's Road Masters series (otherwise known as DCMT Die Casting Machine Tools Ltd). Some credit *Genevieve* as even being the inspiration behind the series. She appeared in a dedicated, but rather delicate, display box with full attractive *Genevieve* graphics in 1956. She remained unique amongst the veterans in not being paired with a modern sporting motor of the same make, in the same box.

The range was short lived and totaled just seven items, most of which were also sold separately. There were a pair of Daimlers, two US Fords, and two Morris'. The modern vehicles are often listed today as being to 1/40 scale, the veterans more like 1/35, but the lady of our desires could be a tad larger.

DCMT are to be congratulated on a very detailed model for an off-the-shelf film souvenir because this



Familiar faces in strange places

David Lynn discovers some well-known but seldom modelled British trucks and van models lurking unexpectedly within Spanish partwork series.

Some years ago I conjured up the title above for a brief account of familiar British cars which have only been modelled overseas, mainly in partworks not directly sold here and therefore likely to have escaped attention (*Diecast Collector* April 2016). This is a convenient theme to re-open for some 1950s/1960s trucks and vans which were familiar in period and due to subsequent Spanish assembly have emerged with new identities from IXO/Altaya and related partworks.

My adventure started several months ago with a bargain trio of attractive partwork models spotted in a shop window. Although commercial stuff is not my usual territory, I was fairly sure none of them had British 1/43 counterparts so was intrigued enough to investigate further. They were respectively an Ebro B-45 Coca-Cola delivery truck (originally the Thames ET6/ET7 in Britain), a green Sava J4 beer delivery truck (sold here with Austin, Morris and related brandings) and a yellow Sava BMC S-66 road maintenance tipper (alias Austin, Morris, Leyland etc FG). They had been imported as a large wholesale

batch, and at the moment remain readily available online and in shops.

A session on the laptop uncovered an extensive selection of additional versions and liveries for the Ebro/Thames and J4 across various partwork series, although the S-66/FG seems only to exist in one other release. These were issued across Europe and even into South America, with many other inclusions of familiar British designs such as assorted Bedfords, Commers, Land-Rover Santanas and others, but these have been well modelled by UK firms so are not pursued here.

Some frantic Googling was needed to understand these models and the subsequent additions to my collection, which means this narrative is filleted from several sources. It may well simplify histories, absorbing comments and statements without having the perspective to weigh up the most relevant emphases for the sequences of initial British production and Spanish sequels. Similarly, I have no expertise for the (usually Spanish) brands and products for the promotional logos, so unravelling these was another

ABOVE
Both of IXO's British liveried Thames ET6 models gaze into each other's eyes



ABOVE
Spanish brochure for Ebro B-35 Diesel, date unknown but probably about 1960



ABOVE
Head-on view of the 1962 Ebro B-45 tractor unit for the articulated airport bus...



ABOVE
...and its rear, showing the simple coupling plate.



ABOVE
The rear doors of the Frühauf airport bus trailer unit.

RIGHT
The Ebro B-45 Coca Cola truck which started this journey when seen in a shop window...

BELOW
...with its attention-grabbing livery and intricate detail.

venture into the unknown.

THAMES ET6/ET7 AND EBRO B-35/B-45 MODELS

The chronology for both nationalities of manufacture is particularly relevant as some models depict the initial British phase. Budgetary constraints in the aftermath of WW2 meant Ford in Dagenham had a stark choice of replacing either their largely pre-war car or truck ranges. An excellent overview of Thames ET6/ET7 models by Dave Turner on MAROnline explained how the car division won, resulting in the new Consul [EOTA] and Zephyr [EOTTA] range, presumably partly because it offered quicker access to desperately needed export income.

This meant that replacing the antiquated Fordson 7V “pug nose” range had to adapt rather than innovate, and Ford joined a shared cab development project led by Briggs Bodies, originally intended for the Leyland Comet before embracing Austin and Dodge “parrot nose” ranges to explain why so many 1950-ish British trucks look similar.

The Fordson Thames ET6 appeared in 1949, powered by the venerable “Flathead” 3622cc petrol side-valve V8 until a 4 cylinder 3610cc “Cost Cutter” alternative arrived in 1953; its ET7 sibling initially used a Perkins P6 diesel until Ford developed their own diesel in 1954 as the ET7-4D. Despite the constrained budget, permutations were offered across 2, 3, 4 and 5 ton chassis, several wheelbase options and special bodies, and the FTG tractor unit. The Fordson title was dropped in 1952 after which they were simply Thames, until replacement by the new Trader design in May 1957.

Meanwhile in Spain, there had been sporadic phases

of Ford truck assembly since the 1920s, starting with the Model A and AA ranges, and continuing with other US designs and briefly the English Fordson 7V. Motor Ibérica was established in 1954 to manufacture fully licenced versions of the ET6/ET7 as the Ebro B-35 3.5 tonnes diesel with production from 1955, even following the naming theme as the Ebro is Spain’s second longest river. The B-35 evolved into the B-45 in 1962, with minor changes to the cab of shallower doors which no longer reached down to the running boards, clearance lights on the roof and an expanded choice of versions with increased capacities and tractor units. These continued until replacement in about 1965 by Trader-based models, and Ebro subsequently adopted the Ford D-Series through the 1970s, along with a variety of other assembly agreements until being bought out by Nissan in 1987.

This all provides a versatile opportunity for IXO/Altaya and the result is – so far – ten varied and imaginative models issued plus a probable cancellation, as listed over the page. Despite various model titles, all use a B-35-like cab with full height doors and are nominally 1/43, although MAROnline has calculated they are actually 1/39, but then strangely claims they are resin. Nine are partwork issues, with only a solitary IXO-branded retail release. I have not fully unravelled which partworks were involved, due to uncertainties about titular translations and the strong probability of parallel launches in different countries under new names, but comments are given where possible. Four of my sextet are marked as made in Bangladesh, and one quirk is that all Ebro models only have a solitary wiper on the (LHD) driver side of the split windscreen, while the Thames trucks all have twin wipers.

The Coca-Cola truck was my introduction to this family due to its eye-catching livery. Even now – several months later – I am still captivated by all its precise detailing, full of subtle touches such as pinstriped wheel rims, perfect logos, and carefully defined highlights for chassis elements, lights and the complete bottle load. Despite being a budget partwork, the standard of execution is excellent.

The El Aguila beer delivery truck has only been seen online but looks an equally well executed model. The rear bodywork is different, with an unpartitioned load bed and a dropdown tailboard for rear loading of the near-complete crate stack.

The next four models are all liveries of the same dropside truck, starting with the only IXO-catalogued retail release, #TRU018. Some clues suggest this was initially intended with a yellow livery and black wings for Raymond Hollands Ltd, “Agricultural Merchants” from Hastings, Sussex. This was shown in the 2018 IXO Part 1 catalogue as reproduced here, with a flat sack load, RHD and possibly CNP 632 plates, which as a 1939 Worcestershire issue don’t make much sense. Extensive online searching completely failed to find a definite example anywhere, implying it never emerged.

Instead, it seems to have been switched to the familiar British Railways plum and custard livery while retaining the sack load, but according to some claims may only have had a restricted release. It is another excellent model, and to this non-expert looks very convincing, including a delicate silver-on-red





SOURCE	TYPE	LIVERY	REGISTRATION	COMMENT
Spanish partwork	1962 Ebro B-45 soft drink delivery truck	Coca Cola, yellow/red	LE-6479 (Spain)	Open partitioned rear bed with fixed tailboard, spinal headboard, and crate load, blister pack with plinth, LHD
Spanish partwork	1964 Ebro B-45 beer delivery truck	S.A. El Aguila (=“The Eagle”), white/red	VI-11531 (Spain)	Open rear bed with tailgate, no partitions or headboard, crate load, boxed blister pack, LHD
IXO retail [TRU018]	1953 Thames ET6 dropside delivery truck	Raymond Hollands Ltd, yellow with black front wings	CNP 632(?) (UK)	Flat sacks load, RHD, likely originally intended livery for TRU018, but not released
IXO retail TRU018	1953 Thames ET6 dropside delivery truck	British Railways, maroon/cream (“plum and custard”)	DNP 632 (UK)	Flat sacks load, fully boxed Perspex display case and plinth, LHD
French partwork	1957 Thames FTG7 dropside delivery truck	North Western Gas Board, red with black front wings	LYR 400 (UK)	Blue gas canisters load, “North Restern Gas Board” on cab roof, boxed blister pack, RHD
Brazilian partwork	Ford Thames FTG7 dropside water delivery truck	Irmãos Toniolo “Agua A Domicilio”, pale blue over white over dark blue	DB 2897 (Rio De Janeiro)	Blue plastic flagons load, boxed blister pack, LHD
Spanish partwork	1962 Ebro B-35 box delivery truck	SPAR Espana SA, white over green, red block logos and wheels	AC-13053 (Spain)	Boxed blister pack, parking location markers on front bumper ends, LHD
Spanish partwork	“1959” Ebro B-45 security police open truck	Policia Armada, grey	IPA-1505 (Spain)	Bench seating along rear body sides, blue roof light, parking location markers on front bumper ends, Altaya boxed blister pack, LHD
Spanish partwork	1952 Thames ET7 Malta coach	White/orange/yellow	EBY 537 (Malta)	Route 80, blister pack without plinth, RHD
French & Spanish partworks	1962 Ebro B-45 articulated airport shuttle bus	Iberia airline, white on silver with red flash on trailer unit	M-539430 (Spain)	Orange roof light, location markers on front bumper ends, boxed blister pack, LHD
Spanish partwork	1961(?) Ebro B-35 crew cab fire engine	Red	Z-42708 (Spain)	Custom rear bodywork, ladder, hose reel and other fixtures, blister pack without plinth, LHD

THAMES grille badge and mirrors on long stalks. However it has become LHD (although the black cab interior makes this inconspicuous), the tweaked DNP 632 plates are over a decade too old, and online chatter suggests that BR loadbeds used planks rather than plates.

This was re-liveried for a French partwork “Camions d'autrefois” as a red Thames FTG7 for North Western Gas Board, loaded with blue gas canisters and LYR 400 plates (issued London, April 1951 to Feb 1953 in an “Allocated in blocks” series for public sector fleets). It has neat door logos, “The North West Likes Gas Best” side slogans and an unfortunate goof with “North Restern Gas Board” on the cab roof. Other differences from the BR version include a RHD interior, a newer mirror format, and a white-on-grey FORD grille badge.

The fourth livery depicts a Brazilian Thames FTG water delivery truck for Irmãos Toniolo, loaded with transparent blue flagons and “Agua A Domicilio” slogans, so presumably a supply vehicle for homes without mains water supply. Its scheme of white with two shades of blue looks attractively distinctive onscreen, but the chances of finding one in Britain are probably nil to zero.

The remaining models are all unique castings, with the SPAR box truck completing the freight vehicle selection. This Dutch multi-national grocery chain has a strong Spanish presence and the white and green livery with distinctive red-blocked logo will be familiar to British audiences. The vivid scheme looks attractive, and a quirky addition is the parking location markers on the front bumper ends.

The next livery, the grey Policia Armada truck is a slightly surprising choice as this quasi-military Armed Police unit (not naval police as suggested in some forums) has a notorious history during more repressive periods of Spain’s history. Replicating a preserved



RIGHT One of each type in my "Yellow Collection", guaranteed to brighten winter gloom.



ABOVE The Ebro B-35 crew cab fire engine from Zaragoza.



ABOVE IXO's only retail release, the 1953 Thames ET6 dropside truck in British Railways colours.



ABOVE The French partwork 1957 Thames FTG7 dropside truck in North Western Gas Board livery.

LEFT Thames/Ebro group with silver Ebro articulated airport bus at back, Ebro fire engine and Thames gas board dropside on left, and on right the Ebro Coca-Cola truck, Thames Maltese bus, and Thames British Railways dropside

BELOW Sava J4 van liveries: (L-R) San Miguel beer, Bimbo bread, El Corte Inglés department store, and Soberano Gonzalez Byass sherry.



survivor, it is unusual with brown bench seating along the sides of the open rear bed, a blue roof light and parking location markers.

The white, red and yellow Maltese bus is a very characterful rendition of a 1952 Thames ET7, identified by MAROnline as bodied locally by Micallef onto a cowl/chassis exported from Britain. Although a simple livery in garish toy-like colours and a basic but full blue interior, there is a fair bit of subtle detail, including a Perkins script on the rear which either confirms the presence of a diesel or happens to be the operator name, a diddy driver's wiper for the squashed windscreen, and various tiny painted motifs on the front.

The second bus, an Ebro B-45 articulated airport shuttle with the Iberia airline scheme of white on silver with a red flash, is the most spectacular creation in this selection. The immaculately detailed tractor unit has an orange roof light, parking location markers and the silver lower livery includes the chassis, with only the coupling plate and rear bumper in black. The separable trailer may be a German Frühauf design and is plastic-made with brown seating, and both have delicate pinstriping around the windows. Mine came from the 2015 French partwork "Semi-Remorques d'Exception" originally sold at €24.99 and despite some understandable manufacturing economies seems an absolute bargain for such an impressive model. However it has some small flaws, with faint paint cracks on the cab roof, flaking grille paint and a loose window segment on the trailer.

This extensive partwork collection also appeared in Spain as "Camiones Articulados", and other subjects with potential British interest include two Bedford TKs with box trailers, RHD and UK plates in liveries of red and cream Dinky Toys/Meccano and blue and cream for Hales Cakes, a traditional bakery from Clevedon in Somerset.

The final model is an Ebro B-35 water tank fire engine from Zaragoza with a crew cab. The custom rear bodywork has a full complement of detailed fixtures such as a ladder, hose reel, various handrails, lockers, and other elements. My expertise about fire

engines is totally zilch, but the straight bodywork profiles suggest a local design, and looks rather more modern than the rounded shape of the 1950s UK Thames ET6 500E Firefly fire engine. The only issue I've noticed is that my example has a slightly squint front wing, as if it was not properly glued during assembly.

This is a fascinating set of models, with imaginative choices and excellent execution. Each livery is vivid and intriguing, the dedication to producing a variety of castings – many of which are only capable of single use rather than repeatable – is much more than the norm for budget partworks, and some ingenious engineering combined with crisp detailing means they all look right. The plastic componentry is probably inevitable to meet production costs for large partwork models, as well as bringing a weight advantage for UK collectors in terms of shipping fees from foreign sources, but is skilfully integrated and successfully camouflaged by various loads and other fixtures. Someone at IXO/Altaya is at the top of their game and deserves full credit for these achievements.

SAVA-AUSTIN J4

The SAVA (Sociedad Anónima de Vehículos Automóviles) J4 was assembled in Spain from 1965 to eventually 1989, albeit with updates and other titles after 1974. SAVA was established in 1957 and initially produced a locally designed van from Barreiros, who later assembled Spanish Simcas and Chryslers. However SAVA's attention switched in 1960 to building BMC vans and trucks, initially taking the Morris LD which became the SAVA-Austin LDO-150; oddly SAVA's arrangements always favoured the Morris variations of these ranges, despite being sold as SAVA-Austins, although the differences such as details of grille design etc were trivial. IXO/Altaya have issued several LDO-150 liveries, but there are enough UK-familiar models in Austin and Morris forms from eg Vitesse/City to leave this strand unexplored.

In Britain, the J4 was launched in 1960 with Austin and Morris siblings as a successor to the J2 ranges, and offered 10cwt and 12cwt vans, followed by



Original J4s and sequel derivatives:
at rear Leyland Sherpa 007 (Universal
Hobbies), on left Pegaso 1st facelift
Fósforos Del Pireneo matches and
2nd facelift Bimbo bread, centre and
right the four SAVA J4s.



ABOVE Sava J4, El Corte Inglés livery.



ABOVE Sava J4, Bimbo bread.



ABOVE Sava J4, Soberano Gonzalez Byass sherry.

other versions such as a pick-up; these were united as a single strand in 1968 under BMC badging and rebranded Austin-Morris in 1970 until production ended in 1974. Reflecting the theme of this account, there are no mainstream UK J4 models in 1:43, unlike the J2 which has been replicated by both Oxford and Vanguard, so these Spanish models offer the only J4 opportunity apart from below-the-radar rarities from eg PROMOD.

SAVA J4 builds started in 1965, and IXO/Altaya have produced several partwork liveries over the last few years. All are LHD with Spanish identities, apart from one BMC in a French livery; there are no depictions of any J4s with RHD and British identities or liveries. My introduction to these models came with that shop find of a dark green San Miguel beer delivery van from the Salvat partwork "Vehículos de reparto y servicio", and produced to a similar standard as the Ebro Coca-Cola wagon with crisp detail and an attractive livery; it is labelled as a 1974 depiction and comes in a blister pack with plinth.

Digging around revealed a long list of previous liveries, all with normal van bodywork, and three subsequently landed on my doormat. These are the bright yellow van for Bimbo sliced bread (presumably an innocent reference to the teddy bear baker logo), the beige-over-brown scheme for Soberano (meaning Sovereign) Gonzalez Byass sherry, and the pale green/white livery with roof-rack for El Corte Inglés (The English Cut, apparently a tailoring term for a fashionable style of business suit) which is Europe's biggest chain of department stores, some way ahead of - for instance - Marks & Spencer. They all have Spanish registrations and some detail evolution of bumpers, mirrors and grilles is apparent, although the sequences are unknown.

Other versions seen online include a pale yellow rally support van for SEAT Servicio Competición, with some sponsor stickers and a roof-rack containing five spare wheels, and a gloss red van with Union Jack logo across the entire roof

and sign-written as a service vehicle for a French BMC dealer; this presumably would have been a British-made J4, but there is no grille badge to define Austin or Morris, so its appearance matches the other SAVAs.

UK J4 production ended in 1974 with an upgraded successor as the bonneted Leyland Sherpa, another rarely modelled van despite a long subsequent career in various forms. I know of only two significant models, the illustrated grey van from the Universal Hobbies James Bond 007 partwork, depicting the Egyptian scene from "The Spy Who Loved Me" where it gets ripped apart by a nasty baddie - strangely both the film car and the model are RHD, with the model having a dented door and bonnet to acknowledge its subsequent fate - and a Hachette partwork of a white LHD Sherpa 215 Buccaneer camper van with French plates, which looks very nice from screen sightings.

Meanwhile in Spain, SAVA had been taken over by ENASA, owners of the Pegaso commercial truck brand which is also famous for a brief 1950s venture into exotic sports car manufacture. The end of UK J4s liberated the SAVA licencing arrangements to facelift the range, resulting in a fairly anonymous full-width black grille with square headlights and a big Pegasus

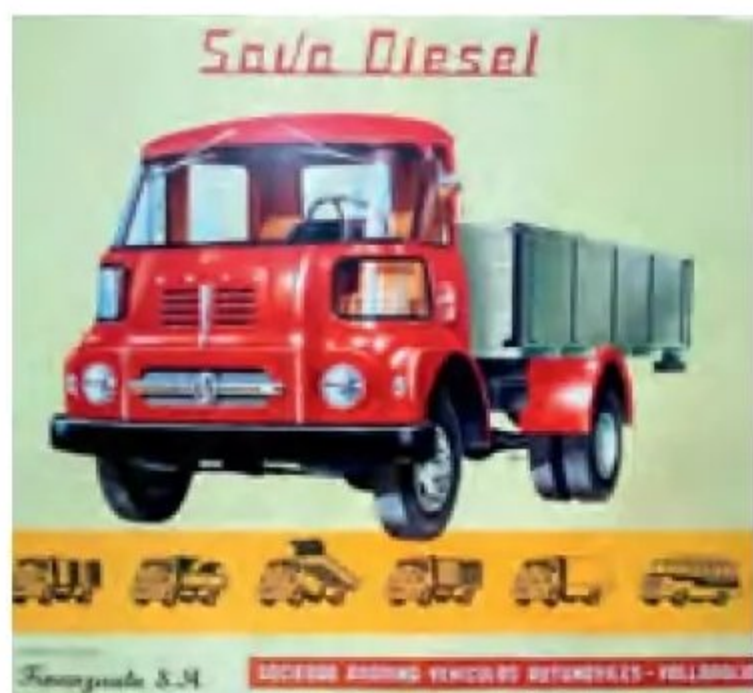




ABOVE LEFT The 1962 SAVA-BMC S-66 tipper for the Ministerio de Obras Públicas, showing its tipping capabilities...

ABOVE RIGHT ...and front view, with dedicated MOP registration...

RIGHT ...and at rest.



ABOVE Undated 1960s "SAVA Diesel" brochure, showing six different bodies available.



ABOVE Leyland Sherpa from 007 partwork series, with bonnet dent...

LEFT ...and on its diorama, with dented door.



flying horse badge, as shown by the red and white Fósforos Del Pireneo (Matches from the Pyrenees) van. Another livery seen online shows a similar model in a white 1980 Pegaso Recambios Originales (Original spare parts) livery with PEGASO J4 800 badges.

A second facelift provided a smaller Pegasus grille logo, a larger windscreen, new side and rear doors with larger rear windows, rear lights, bumpers and wheels. This is shown by the 1984 white-over-blue Bimbo livery, again from the "Vehículos de reparto y servicio" partwork; another version exists as a red/white stakeside pick-up for Mateo Carbones transport company with parking location markers on the front bumper.

SAVA-BMC S-66

The remaining shop find was this bright yellow 1962 SAVA-BMC S-66 tipper for the MOP (Ministerio de Obras Públicas translating as Ministry of Public Works) with a matched series registration. SAVA started assembly in 1961 of the familiar Morris FG light truck launched in Britain in 1959 and known as the "threepenny bit" for its angular cab; other UK names included Austin S200 and S414, and BMC branding followed in 1968, then Leyland in 1970 until production ended in 1980. In Spain, S-66 denoted a two tonne capacity, alongside the S-70 and S-76 (both 3.5 tonnes), and they remained in production for over a decade. An archive photo even shows one as a tractor unit for an airport apron bus



similar to the Iberia airlines Ebro.

Again British modelmakers have avoided the FG in anything larger than 1/76, leaving the field open for IXO/Altaya who have so far only released two versions, both for the "Vehículos de reparto y servicio" series, suggesting it is a newer addition to their castings. The other is also labelled as a 1962 BMC-S66 and is a red fire service support vehicle (Servicio de Riesgos e Incendios for the Bomberos de Teruel); it depicts a preserved S-70 in Zaragoza fire museum and is a small capacity water tanker without hoses, ladders or other equipment.

The yellow tipper adds a new dimension of play value with a lifting bed on twin struts and a top-hinged tailgate, although the lightweight plastic suggests being over-ambitious might not be wise. I'm totally charmed by this model, which is vibrantly liveried, precisely detailed and great fun.

My explorations hopefully show the potential for pursuing unconventional opportunities and maybe encourage enlightened British wholesalers to secure further delights from interesting foreign partworks, with the Commer Santana version of the British KC30/40 Walk-Thru vans as one suggestion. The three models which started my journey could be the tip of a much bigger iceberg - my collection has now reached a dozen examples, all of which are interesting and precisely executed with finely defined and often intricate liveries, and whether considered individually or as a group are full of character. IXO/Altaya might also consider some focussed releases for the British market - all the ingredients are sitting there, ready to be delivered, and the scope for new variations and evocative liveries is huge.

In the meantime, my initial trio are still widely available bargains at around £10-15, so provide fertile opportunities for imaginative workbench conversions. Some folk have already realised this, with for instance pictures online of a SAVA S-66 transformed into an evocative Sunblest Austin FG bread truck. The only drawback is IXO's perverse fixation with triangular indents on the plinth screws for many of these models. ■

Taylor & Barrett

Brian Howes explores the history of another of Britain's hidden gems.

Taylor & Barrett is one of the unsung heroes of the British toy industry. It quickly grew from a small acorn into a company capable of making some of our finest metal toys and survived against the odds to recover from near extinction during World War Two. It made some absolutely splendid toys, yet never became a household name like some of its more illustrious big brothers.

The company was formed in 1920 by Fred G. Taylor and his brother-in-law Alfred Barrett. They set up in business at premises on Schofield Road, London making lead figures and soldiers. Taylor had previously worked as a lift installer while Barrett had gained experience in toy making when employed as a lead caster at William Britains' London factory. A short time later they were joined by Barrett's brother who had also worked at Britains. Two of Barrett's sons were also taken on to the staff as the company slowly expanded.

For the first decade of its trading Taylor & Barrett concentrated on the production of toy soldiers as it gently mastered the technique of hollowcasting. As well as having its own distribution chain it also supplied other companies, such as Skybirds and Charbens, as well as completing contract work for Tri-ang and Kay. Selfridges eventually became one of the retailers in Taylor & Barrett's customer chain, along with London-based wholesaler Whyte Ridsdale.

Similar to Britains, Taylor & Barrett launched a zoo series with a wide range of hollowcast animals accompanied by all manner of accessories such as turnstiles and keepers huts. One of the finest of its zoo sets has to be the Zoo Elephant Ride set which if found in good condition with its original box can sell for several hundred pounds.

Taylor & Barrett's farm series included more lovely boxed sets like the charming warren of rabbits and the cats with kittens in basket sets, both of which are hard to find complete and with original boxes.

As well as farm and zoo models Taylor & Barrett



ABOVE There's a definite charm about these period pieces. A chance to remember a bygone Britain. Pictures: Vectis.

produced a wide range of lead dolls house furniture and some very well cast 1930s petrol pumps. Other notable sets worth looking out for are a rare Tiger Hunting group, an Indian Canoe set and a small set of nicely painted Air Raid figures.

It wasn't until the middle of the 1930s that Taylor & Barrett fully perfected the art of fine diecasting, which led to a considerable widening of products in its catalogue to include some lovely wheeled vehicles. It focused on things you find up and down the high street on a daily basis, such as a window cleaner with ladder and cart, and a coster monger with his market



LEFT Although Taylor and Barrett parted ways, both companies produced toys until the 1980s.



ABOVE Like many other toy figure companies, Taylor & Barrett started with toy soldiers but quickly expanded.

FAR RIGHT As well as producing smaller figures, the company also expanded into much larger vehicles.



ABOVE Despite the fact it's loved by many collectors, Taylor & Barrett never really became a household name.



BELOW The company also branched out into curious items like these.

stall cart complete with miniature plants. There was also a hansom cab and a horse-drawn milk float but, perhaps best of all, was a Hovis bread cart with baker and basket finished in a lovely yellow/gold colour, which now commands a price of more than £100.

The late 1930s saw the production of some splendid Taylor & Barrett commercial vehicles. These included a highly detailed fire escape with ladder and an excellent Trolley bus complete with conductor that is now highly prized by collectors.

Sadly in 1940 the Schofield Road factory was bombed and virtually destroyed during a heavy air raid. New premises were acquired although instead of making metal toys, Taylor & Barrett was put to work by the War Department manufacturing munitions. All the moulds it had managed to salvage after the air raid were put into storage until hostilities ceased in the hope that it would eventually be able to return to toy production.

It did this but only after the interests of the two families had been divided. They made a decision to split into two separate companies leading to Barrett & Sons and F.G. Taylor & Sons going their separate ways. The main reason for this is thought to have been to help the respective families to demobilise from the war by providing maximum employment for all family members. The old moulds were subsequently divided between the two families.

This division explains why collectors will find what

LEFT Another super little piece. You might not be able to tell but this is actually a girl riding a giant tortoise.



can often seem a confusing mixture of manufacture marks cast into products. Basically only pre-war items will be marked Taylor & Barrett. Those marked F. G. Taylor or Barrett & Sons denote post-war toys and figures made by each of the two separate companies. F.G. Taylor also sometimes marked its toys FGT and used the catchy marketing slogan 'FGT for Good Toys'.

The post-war products of F.G. Taylor included some lovely boxed sets like the highly detailed Village Blacksmith that was added as the Farm Series expanded. The boxes remained very basic with simple paper labels printed in two colours. One of the nicest post-war F.G. Taylor sets was a parrot stand with two beautiful African parrots. The ingenious thing about this model is the way the parrots are cleverly weighted so they balance on the stand with nothing more than the forces of gravity keeping them in place.

Both Barrett & Sons and F. G. Taylor turned to plastics in the 1950s in an attempt to keep a foothold in an ever more competitive market. These plastic ranges can very easily be mistaken for Britains so the collector has to take great care with identification.

The two companies survived until the 1980s although by this time their products had diversified away from toys into small components for industrial use.

Through a period of almost 80 years the Taylor and Barrett families made millions of toys, fuelling the keen collector with plenty of material to go at and the nice thing about them is that many of them will not cost you a fortune. ■



Corgi through the years

1972
PART 1

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 first half of 1972.

With sales starting to show real signs of slowing down due to the increased competition and changing trends, 1972 was nevertheless still an encouraging year. There were definitely some interesting releases that would have made it into a “Corgi Hall of Fame”, if such a thing existed, notably the Police Range Rover and the new series of Formula 1 racing cars that heralded the arrival of 1/36 scale into the range.

Starting with the January releases, of course, there were four and that Police Range Rover was one of these. No.461 Police ‘Vigilant’ Range Rover, to give it its full title, came in the usual orangey-red and yellow window boxes, with some rather wonderful artwork as a backdrop. The model itself, at 1/43

scale, featured rotating spotlights on the roof and an opening rear tailgate, which itself revealed some real treasure in the form of road signs and cones. A Policeman figure was included and the rear side panels slid up to reveal a first aid box on either side – or rather a sticker which suggested such. It stayed in the range until 1979 and was one of those models that would join the Million Sales Club list.

Also released that month was a very short-lived No.681 Stunt Motor Cycle, which came mounted on a red plastic chassis so that it could be used on the Power Blaster track set. The model sold poorly and was withdrawn before the end of the year! Acquitting itself better was the Whizzwheels version of the Monte Carlo Mini, plus a rather stylish new model in the shape of the Mercedes-Benz 350SL (No.393), which stayed the course as long as the Police Range

ABOVE No.150 Surtees TS9, No.165 Adams 4-engined ‘Drag-Star’, No.316 Ford GT 70, No.393 Mercedes-Benz 350SL, No.461 Police ‘Vigilant’ Range Rover, No.811 James Bond Moon Buggy. Image: Rick Wilson.



ABOVE No.681 Stunt Motor Cycle. Image: Vectis.



ABOVE No.308 Monte Carlo Mini. Image: Vectis.

CORGI TOYS 1972 RELEASES – JANUARY TO JUNE					
No	Title	Scale	Released	Withdrawn	Sales
150	Surtees TS9	1/36	June	1974	487,000
165	Adams 4-engined ‘Drag-Star’	-	February	1974	342,000
204	Morris Mini Minor	1/42	February	1973	119,000
304	Chevrolet SS 350 Camaro	1/48	February	1972	51,000
305	Mini Marcos GT 850	-	February	1973	123,000
308	Monte Carlo Mini	1/42	January	1976	283,000
316	Ford GT 70	-	June	1973	246,000
387	Chevrolet Corvette Sting Ray Coupe	1/47	June	1973	103,000
391	James Bond 007 Ford Mustang Mach 1	1/43	February	1972	200,000
393	Mercedes-Benz 350SL	1/43	January	1979	716,000
461	Police ‘Vigilant’ Range Rover	1/43	January	1979	1,055,000
681	Stunt Motor Cycle	-	January	1972	19,000
811	James Bond Moon Buggy	-	June	1973	189,000
1153	Priestman Boom Crane with Grab	-	June	1974	135,000

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

Rover, albeit with fewer sales.

Onto February and there were six new releases! Three were simply Whizzwheels updates of previous releases (in different colours) – No.204 Morris Mini Minor, No.304 Chevrolet SS 350 Camaro and No.305 Mini Marcos GT 850. But the trio of new releases were all rather spectacular in one way or another.

No.165 Adams 4-engined ‘Drag-Star’ was a rather fanciful design, but it had a look that simply could not be ignored. Apart from its outrageous styling, it had a special feature – run it into a solid object and the chromed point at the front will get pushed back (it is sprung) and the rear ‘air brake’ will deploy.

The other two were both rather wonderful releases that tied in with the latest James Bond movie – *Diamonds Are Forever*. The moon buggy starred in a mad chase sequence with our hero (played by Sean Connery in this one) escaping at the controls. The Corgi release (No.811 James Bond Moon Buggy) was a reasonable replication of the movie vehicle. 007 abandons the moon buggy at the end of the sequence and makes good his escape in a Mustang Mach 1, also released this month by Corgi, as No.391. This latter model was only available for a short time, but sold roughly 200,000 units. It is one of the most sought after releases of this era today and commands a very high price as a result.

Slightly strangely, there were no new releases for March, April or May, but June brought us four more, including the first of those new Formula 1 cars. No.150 Surtees TS9 was a very good approximation of the real thing and the larger scale proved an instant



ABOVE No.304 Chevrolet SS 350 Camaro. Image: Vectis.



ABOVE No.305 Mini Marcos GT 850. Image: Vectis.



ABOVE No.391 James Bond 007 Ford Mustang Mach 1. Image: Vectis.



ABOVE No.387 Chevrolet Corvette Sting Ray Coupe. Image: Vectis.



ABOVE No.1153 Priestman Boom Crane with Grab. Image: Vectis.

CORGI TOYS 1972 JANUARY TO JUNE RELEASES PRODUCTION COLOURS

No	Title	Colours produced
150	Surtees TS9	Blue/white
165	Adams 4-engined 'Drag-Star'	Red/yellow
204	Morris Mini Minor	Blue, orange or orange/black
304	Chevrolet SS 350 Camaro	Dark blue/white
305	Mini Marcos GT 850	White with stripes
308	Monte Carlo Mini	Yellow
316	Ford GT 70	Green/black
387	Chevrolet Corvette Sting Ray Coupe	Metallic blue or Delft Pink
391	James Bond 007 Ford Mustang Mach 1	Red/black
393	Mercedes-Benz 350SL	White or metallic blue
461	Police 'Vigilant' Range Rover	White with stripes
681	Stunt Motor Cycle	Red/chrome/blue
811	James Bond Moon Buggy	White/blue/red/yellow
1153	Priestman Boom Crane with Grab	Orange/red

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



ABOVE No.204 Morris Mini Minor. Image: Vectis.

hit with the Carpet Grand Prix racers (I include myself in that group!).

No.387 Chevrolet Corvette Sting Ray Coupé was a Whizzwheels 'upgrade' (many would say "retrograde") of the Golden Jacks version, but still looked great and kept the removeable roof panels. Only just over 100,000 of this version were sold, mostly in a metallic blue. But some were released towards the end of the year and early 1973 in the same Delft Pink as Bertone Buggy (see next month) and these are quite hard to find, and have a price tag today that reflects this.

The final two releases for this first half of the year included the only Majors release of this period – No.1153 Priestman Boom Crane with Grab. Amalgamating the main Priestman cab unit of No.1128 and the jib from No.1121 Circus Crane Truck, another great model was made, with plenty of play value. The jib can be raised and lowered and the grab bucket opens and closes, plus the cab unit rotates, of course. Finally, Ford's latest rally contender concept made for another very pleasing release. Although the design never saw action in factory hands, being rendered obsolete before it raced, it's a very pretty car and Corgi's small-scale version came complete with a sheet of stickers for the lucky owner to apply at home. I covered this release in much greater detail in the November 2017 issue (pages 30 and 31), if you have a copy to hand.

Next month, we conclude the models for 1972. Featuring more of the new-scale Formula 1 cars and another great group of new models, be sure to check in! ■

007 abandons the moon buggy at the end of the sequence and makes good his escape in a Mustang Mach 1, also released this month



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4 door saloon



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1958 Peerless GT
2 door coupe



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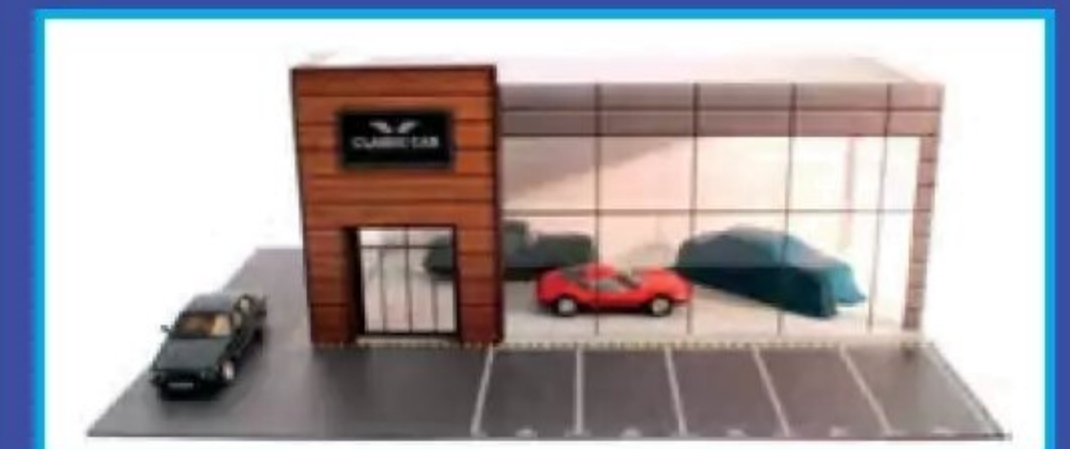
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A-Z of diecasts

This issue, **Alwyn Brice** looks at the familiar (and sometimes the less so) in his alphabet of diecast collecting.

Here's a novel approach to diecast: buy a magazine and receive a free model (or maybe the elements of a model, necessitating the purchase of further magazines to complete the subject matter).

Antique sailing ships in an impressive 1/84 scale; tanks and armour in 1/72 scale; American 1960s and 1970s classic cars in 1/43; 1/8 scale car kits and a motorcycle in 1/4 are amongst the varied offerings from DeAgostini. The company that made the word 'partwork' fashionable doesn't neglect the sci-fi lover, either: choose from Robocop, Optimus Prime and *Star Wars* kits, if that's your particular bent.

The larger models are truly wondrous, it has to be said; but then they should be, because the owners of these kits will have shelled out quite a few hundred pounds to acquire the necessary parts to assemble the whole thing. Take the immortal Ford GT40. It's an amazing recreation in its pale blue and orange livery and the minutiae is simply terrific – and that's before anyone starts super-detailing.

With ships of 125cm in length, your display space will only be exceeded by your depth of pocket. Yes, the packages come monthly, neatly spreading the overall cost, but they do add up, if big is your chosen avenue.

I have to admit that whilst the GT40 is a perfect subject, the equally lovely Lamborghini Countach is let down (in my eyes, at least) by the fact that it's a later version and actually a one-off car for F1 racing team owner Walter Wolf. So it's non-standard: black wheel arches, for example, does the LP500S no favours at all – it looks for all the world like it's been treated to a coat of anti-rust paint, a phase that came (and thankfully went) a few decades back in the real car world.

DeAgostini hit the right note with its VW Samba, though, this the version that is most sought after by the VW campervan cognoscenti because of its myriad windows. A working sunroof, realistic-looking luggage, a surfboard and functional (like the real thing) interior are all there: the company has even seen fit to add the VW moniker to the petrol cap on the filler pipe.

If the big stuff excels, the smaller scale tanks are a little less well finished – but there's a useful range, nonetheless. The company, which began life at the start of the 20th century, bills itself as one given over to hobbies – and its models certainly fill a useful niche in that respect.

FAME OR DETHRONED?

To Dinky has come ultimate accolade, that of the

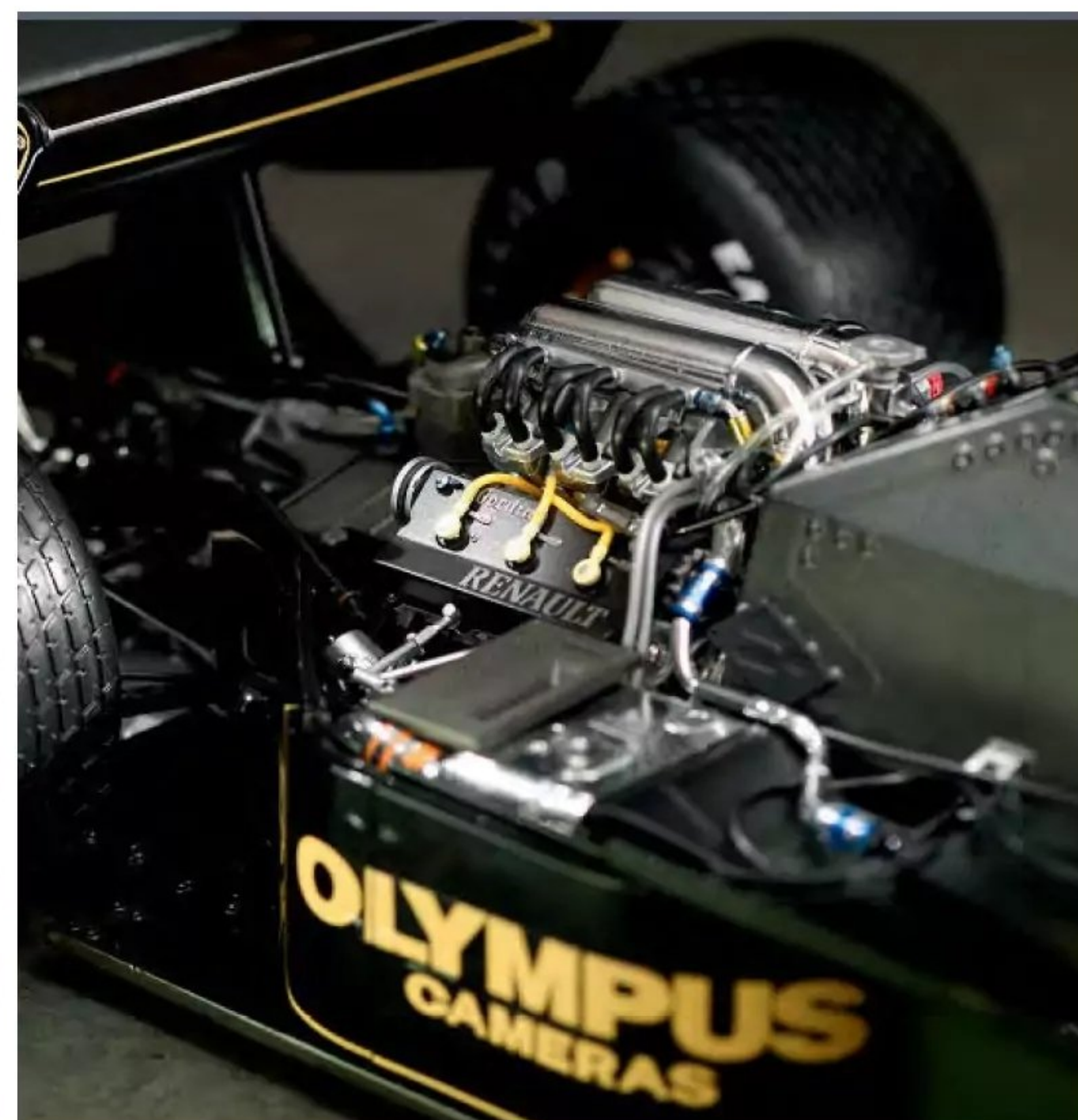


ABOVE Typical of the output of this Italian company are these two vintage cars, one from the 20th and one from the 19th century.

RIGHT Close-up of the engine detail on Ayrton Senna's Lotus Renault 97T from DeAgostini.



ABOVE DeAgostini kits are the last word in authenticity: the Ford GT40 is worth the money, so start saving...



company name being used in a generic fashion for any diecast vehicle. It thus joins the hallowed ranks of Kleenex, Scalextric, Jeep and all the others: the correct terminology for this is a deonym, for any reader keen on expanding their vocabulary.

Anyone above middle age will have memories of playing with Dinky Toys and indeed, the brand lives on (or at least it did, until fairly recently), under the Atlas name. In a strange sequence of events (Dinky was owned by various other companies over years, including Tri-ang and Matchbox), it was eventually acquired by the above-mentioned DeAgostini in 2016. Output was somewhat restricted in the UK in terms of outlets, although models could be purchased via a subscription facility.



ABOVE A valuable contribution to the model railway scene was made by Dinky in the early days.

LEFT No diecast collection would be complete without this great British stalwart.



LEFT This Dugu Fiat from 1899 shows the extent of detail enjoyed by this range.



ABOVE No mistaking these Dugu models, for everything is inscribed on the base.

RIGHT You'd be hard pressed to find a Jaguar XK120 in yellow in real life – but then Dinky Toys were toys, after all.



Dinky really needs little explanation here, for there is any number of books, readily available, on this manufacturer. A mainstay of the British diecast scene (Dinky, don't forget, was manufacturing before World War Two), its heritage was second only to that of Britains. Smaller scale HO/OO vehicles designed for model railways jostled with larger scale delivery vans and British saloons and convertibles in the early days, and the models were often retailed in trade packs, without individual boxes. All that would change, though, with the advent of the new kid on the block, Corgi, who upped the ante by adding interior detail, glazing and working suspension. Dinky was thus forced to look anew at its tooling

and had to rise to the challenge.

In terms of collectability, Dinky Toys have a more solid feel compared with Corgi, one reason, perhaps, that their popularity has not waned. Another reason may lie in the fact that Dinky Toys were also manufactured abroad, notably in France (where the quality was exemplary) and in India (where it was not). Dinky production in other countries, like Chile or South Africa, simply adds to the fun of the hunt.

Did Dinky ever hit a high spot? Its rendering of Lady Penelope's FAB 1 is hard to overlook – and when seen in shocking pink, stands out in any toy cabinet...

VINTAGE STUFF

Ever heard of Dugu? Some readers will have, I feel sure, but many won't know this Italian manufacturer, which enjoyed a brief lifespan of a couple of decades.

Dugu Miniautotoys, to give the company its full title, dates back to 1961 and was founded by one Bartolomeo Chiodo. It is said that the 1/43 scale cars produced were not dissimilar to those of other Italian model car manufacturers, namely Rio and Brumm. This is probably true, even if their quality was not quite on a par. Early output focussed on vintage and veteran models and the range was probably helped by a contract with the Ruffia Automobile Museum in Turin: some of the museum's real cars served as the basis for Dugu models, which were also retailed within the museum's shop.

Perhaps not surprisingly, then, Italian cars were the company's mainstay but Dugu models relating to Peugeot, Darracq and Benz (that is, prior to the Mercedes get-together) can also be found if you like other countries' vehicles. It wasn't all about cars, though, for Dugu also manufactured tractors – Italian, of course.

If your particular interest lies in early automobiles, then the range will certainly appeal, since much of what's available seems to date back to before the 1930s, a time when the car was beginning to lose its erstwhile novelty appeal. One or two models represent transport after that period, though; and, helpfully, that well-known auction site usually carries a handful for sale, at modest prices if in an unboxed state. ■

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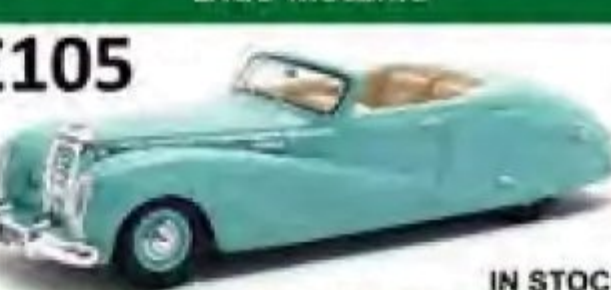
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Superfast 1969-1982

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

Number 45 during the Lesney-era Superfast range comprises a racing car plagued with problems, the first BMW and a semi-tractor cab... something for everyone!

FORD GROUP 6

Production: 1970-75

Catalogue: 1970-75

Box Styles: F, G, I

The name "Ford Group 6" is something of a misnomer, as this car was really known as the Ford P68 or F3L, but it raced in the Group 6 class of GT racing, hence the model's name.

It wasn't even a true Ford, having been designed by Len Bailey for a private racing team, Alan Mann Racing. The design saw only a short racing career and was plagued with problems, registering only lowly finishes at best due largely to the fact that, while the car was fast and powerful, it could be dangerously unstable at speed and very unreliable. It made for a very exciting and popular model though.

It has four distinct colour variations, none of which resembles the real car's colour scheme of red with a gold stripe. The first versions were painted solid dark green, which was soon changed to a more appealing metallic dark green. This was probably more of a running improvement than a re-colour, but the non-metallic ones are regarded as extremely rare. In 1973, the body colour was changed to a metallic lime green for a short period, and in 1974 it was changed again, this time to a metallic maroon. The interior was always white, and there was a chrome engine visible through the clear panel on the engine cover. Early models had clear windows, although the lime green versions had glazing that was a very deep amber tint, almost orange. Maroon versions had a very light amber tint. Bases were normally bare metal or black painted, but could also be grey, green, yellow or pink. Early models had racing number "7" on the front, although this was later changed to "45".

Models included in the Racing Specials gift set had additional stickers.

BMW 3.0 CSL

Production: 1976-82

Catalogue: 1976-81

Box Styles: J

This model of the powerful German coupé marked the first appearance of a BMW in the Matchbox range. The 3.0 CSL was a limited production sports



ABOVE The models, and their variations, on full display.



coupé that was very successful in touring car racing. Matchbox made a very accurate version of the real car which featured opening doors. It was generally available in only one colour, a bright orange, with bare metal base and grille, green-tinted glazing, and cream interior. On the bonnet was a red and yellow GT stripe with a large BMW logo.

For the German market, Lesney produced a special police version. This was white with the bonnet and boot panels in green, 'Polizei' labels on the doors, and a blue or yellow dome light. It was only sold in Germany and Japan, and is hard to find.

KENWORTH CABOVER AERODYNE

Production: 1982

Catalogue: 1982

Box Styles: L

Kenworth Cabover Aerodyne was one of three semi-tractor cab castings made for the new Convoy range of articulated trucks. It was the only one of the three sold as a solo model in the 1-75 range in Britain and Europe.

Kenworth Cabover Aerodyne was the sole forward-control truck in the Convoy series, and featured a sleeper cab with an integral raised spoiler on top. The model had a chrome base and grille, plus chromed petrol tanks and exhaust stacks but no interior. As a solo release, it was finished in white with blue and brown stripes.

This was one of several trucks to feature a new type of wheel with treaded tyres and convex hubs. ■

TOP VINTAGE MODEL

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

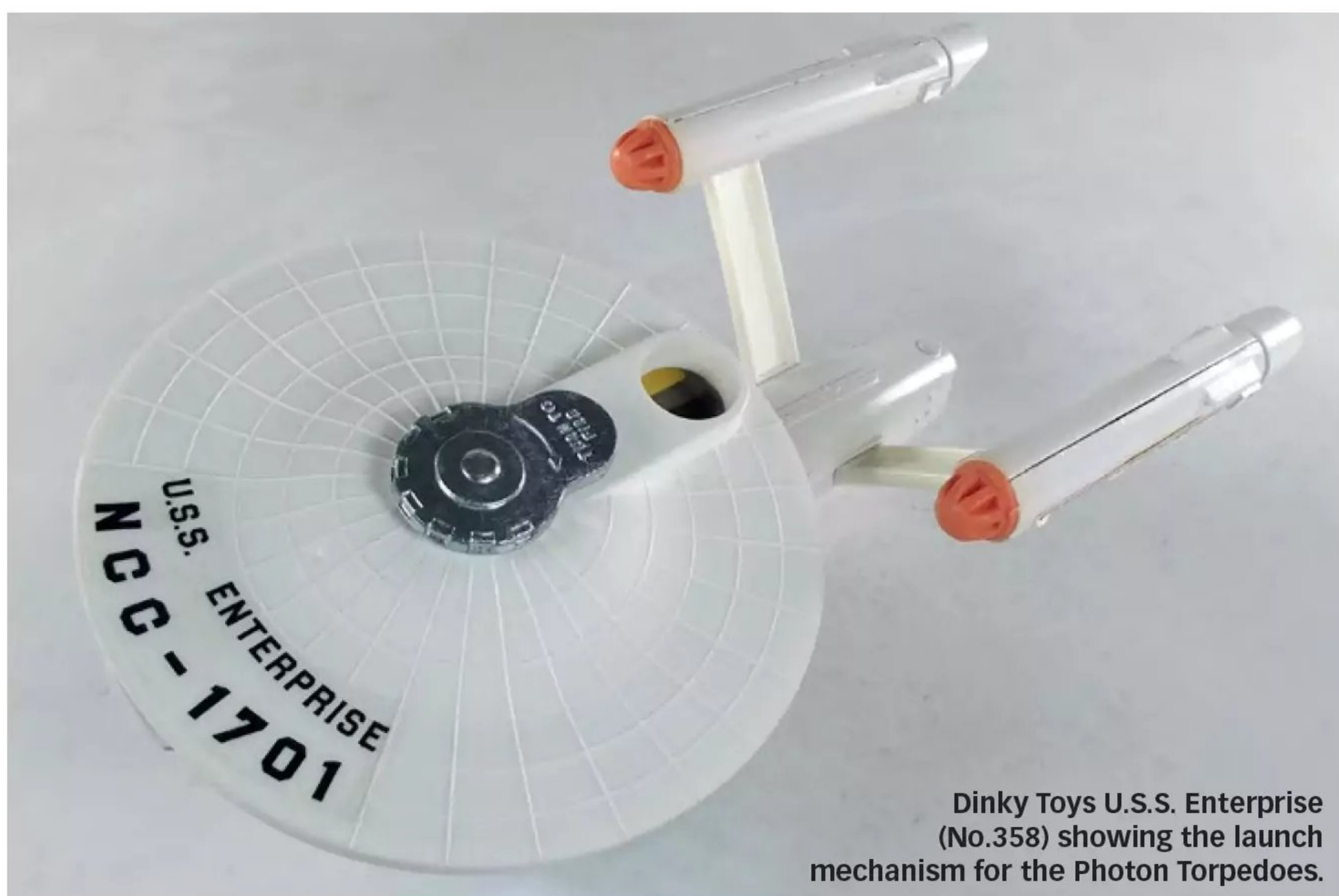
U.S.S. Enterprise

Recently there have been reports about UFO's which have come to earth and the mystery of these sightings still provides interest. This interest in space has been around for a long time and was portrayed in comics, films and television from the 1930s onwards and from early times looking up into the skies and wondering. There were of course science fiction novels by H G Wells, Jules Verne and many other authors. I avidly read the books and followed the films and programmes. The toy manufacturers were also happy to produce space models and so were Dinky Toys during the 1970s and 80s.

The U.S.S. Enterprise (No.358) landed in April 1976 and is discussed in the *Meccano Magazine* that month. This says 'No.358 U.S.S. Enterprise from the tremendously popular television science fiction series, *Star Trek*'. It continues 'Features include twin opening hatch covers in the lower body, allowing access to a moulded Shuttle craft carried inside, and a unique missile-firing mechanism in the large disc-shaped upper body. Five small plastic discs, representing 'photo torpedoes' are loaded through an aperture in the top of the body and are fired by turning the spaceship's bridge, on top of the body.

The space ship is in white and has an orange radar dish and engine pod nose cones. There are red side flashes plus identification letters. The model comes in a large illustrated card end flap box with internal packing and then a hanging window before it was deleted in 1978. However, the model was part of *Star Trek* Gift Set (No.309) with a Klingon Battle Cruiser from 1978 to 1980. This was in a window box with an illustrated card tray.

Interestingly the *Star Trek* adversaries were the Klingons and the Dinky Toys 'Klingon' Battle Cruiser (No.357) was released during 1977. It featured in the January 1978 *Meccano Magazine Dinky Toys News* saying 'Largely as a result of popular demand, Meccano Limited have introduced this exciting Dinky Toys model of the Klingon Battle Cruiser – the villainous antagonist for Captain Kirk's U.S.S. Enterprise in television's famous "*Star Trek*" series' it also says 'the Klingon ship as being



Dinky Toys U.S.S. Enterprise (No.358) showing the launch mechanism for the Photon Torpedoes.



ABOVE Dinky Toys U.S.S. Enterprise (No.801) and Klingon Cruiser (No.802) with the export U.S.S. Enterprise (No.803) in bubble packs.

the perfect target for the Enterprise's "photon torpedoes".

The model is in metallic blue with white plastic side wings and top cabin unit. The photon torpedoes are fired from the front nose section which has a trigger action by pressing the small wing. The model came in an illustrated card hanging box with an inner

card packing piece. It was deleted in 1978.

In 1979 the October *Meccano Magazine* mentions the Pocket Sized U.S.S. Enterprise and Klingon Cruiser which were due to be released in December. Meccano had made a tie-up with Paramount pictures and produced this small Dinky Toys Enterprise (No.371/801) and Klingon Cruiser (No.372/802) both in bubble packs and having missiles to fire. Also, the Enterprise (No.803) and the Klingon Cruiser (No.804) minus missiles came in smaller packs for export. Most Dinky Toys were based on 'real' vehicles but here your imagination was needed! ■

The Dinky Toys Collectors' Association

The Dinky Toys space models are certainly collectable alongside the later Dinky Toys with all the added features. To find out more why not become a member of the DTCA? Contact the website at www.dtcawebsite.com

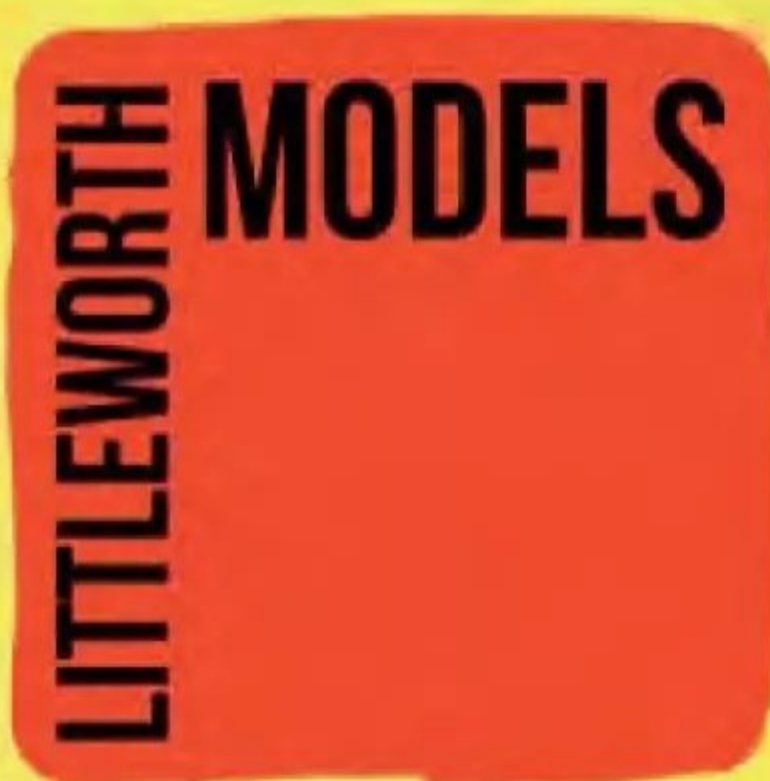
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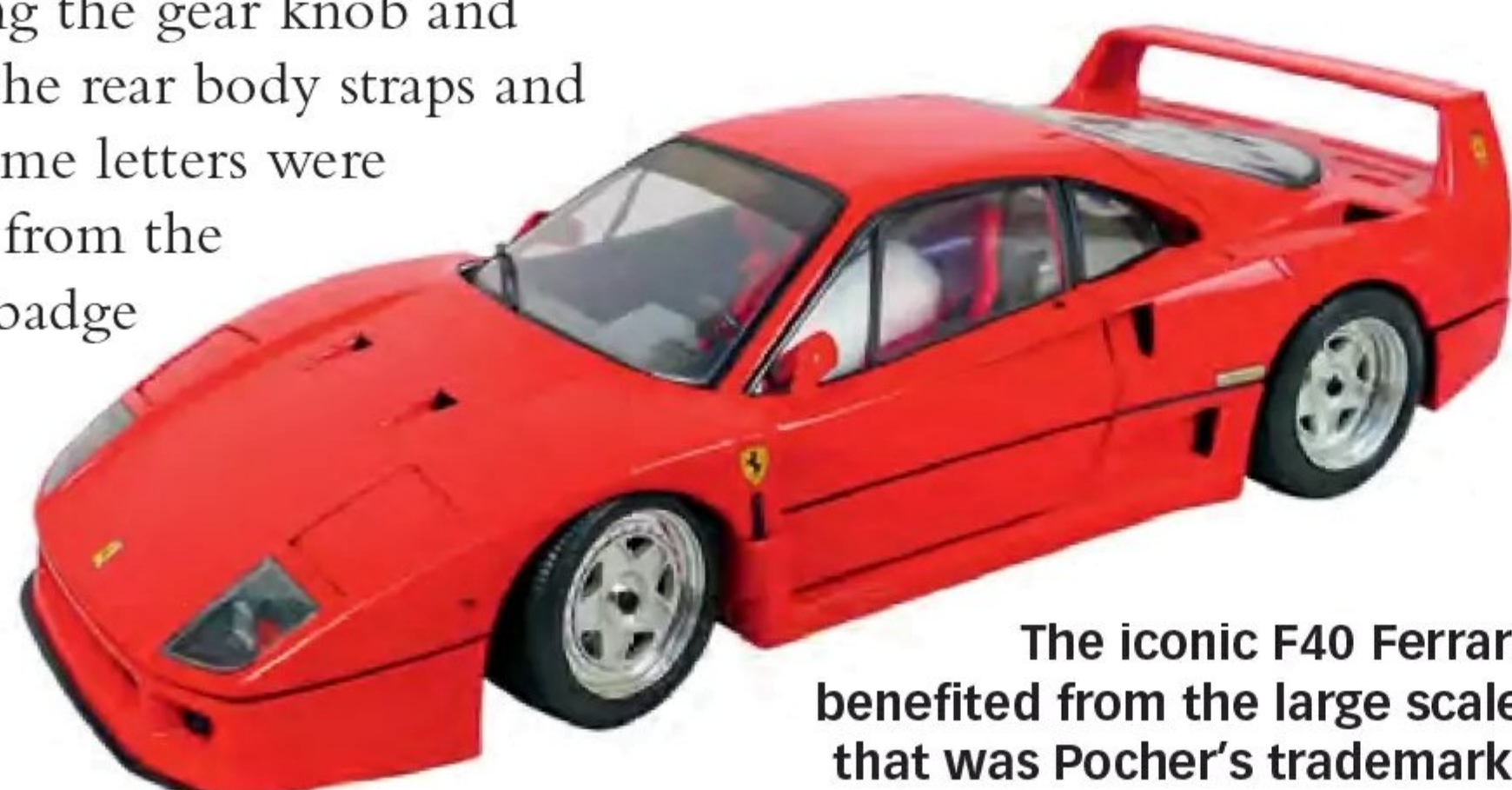
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AUCTION NEWS

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POSHER & POCHER

The last British Toy auctions sale yielded the usual array of collectables: one stand-out item was the Pocher - Rivarossi unboxed but fully built 1/8 scale Ferrari F40 model. Pocher's creations were hugely expensive in the day and this lovely model measured 54cm in length and was in very good condition, with only a few very minor paint losses, such as around the rear body hinges. A few small parts were missing, including the gear knob and one of the rear body straps and there some letters were missing from the Ferrari badge on the rear. It



The iconic F40 Ferrari benefited from the large scale that was Pocher's trademark.

went for £300 plus premium.

Two boxed Britains Tractors in very good condition were the 9324 County 1884 model and the 9597 Mercedes Benz Detachable Tractor and Tipping Hopper. The duo were bid to £130. Finally, for horse lovers (?), a coin operated fairground ride. Working on 2p coins, it was tested and fully functional on a UK plug. A screw key was included, and it found a new stable for £110. ■



SPECIALS AT VECTIS

Vectis' special diecast sale did its vendor proud, showing that there is no slowing down within the marketplace. Here, Corgi stole the limelight, with a No.225 Austin Seven Mini. This was the rare promotional issue for "Jensens" paints in red with a lemon interior. Including leaflet, it sold for a remarkable £1,470.

Corgi's Monkeemobile, with red body and white roof, was near mint but was rendered highly desirable because of the detachable header card and collectors club folded leaflet. It was contested to £1,225.

The superb "Rocket Age" gift set also aroused much interest. With RAF Land Rover and Bloodhound Guided Missile, launching ramp, airfield scanners and staff car, it was all there,

with leaflets and in a good box. Much sought after by small boys on its appearance, this set made £2,205.

Biggest sale item, though, was the GS25 Gift Set Shell/BP Garage. This set included a Bentley Continental Sports Saloon, an Austin Seven Mini in red, a Chevrolet Corvair, a Ford Consul Classic and a Ford Zephyr Police Car. Also included were scale figures (Garage Attendants) plus a Batley "LEOFRIC" Garage, AA and RAC telephone boxes, Lamp Standards and even Humbrol paints and Aurora glue. Diorama and instructions and five collectors club folded leaflets completed the lot, all of which was contained in a good carded box. This rarity settled on £3,920. ■

SALE SURPRISES AT WARWICK AUCTION

Warwick and Warwick's latest auction, held towards the end of January, was another very successful sale.

The diecast section certainly flew away! Lot 229 was a selection of aircraft, featuring various 1/32, 1/48 and 1/72 scale Corgi Aviation Archive models. Selling for a notable £1,240, against its estimate of £229.

A Dinky 513 Guy Flat Truck with Tailboard, 1st cab type, grey cab and flatbed, black chassis, wings and hubs sold for £120 and had an estimate of £100. While lot 348, a Dinky No.952 Vega Major luxury coach with purple sides, blue interior, sold for £110 over an estimate of £100.

Lot 358, a Shackleton Foden

FG 6-wheel Platform Lorry, finished with a blue body and red wings, grey chassis and fuel tanks, in blue/yellow box and Dyson 8-ton Drawbar Trailer (blue body with red wings, grey chassis) in red/yellow box sold for its estimate of £300.

The last lot of the diecast section, lot 369 No. WMS 9 1933 Campbell - Rolls Royce,

WMS 15 1929 Golden Arrow, WMS 19 Mercedes C111/3, WMS 23 1927 Sunbeam, WMS 25 Railton record car, WMS 30 1938 Thunderbolt, WMS 38 1939 MG EX135, WMS 42 Bluebird record car, WMS 47 1936 Speed of the wind, WRK 28X 1955 Jaguar D-Type. This lot sold for a fantastic £525 and had an estimate of £250. ■

SALE RESULTS

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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:** Hot Wheels Mattel Redline Custom Volkswagen
- Condition:** generally near mint with some age-related wear, rare version with no sunroof
- Sold for:** £1905 (24 bids)



- **Item:** Matchbox SuperKings K-20 Peterbilt Wreck Truck
- Condition:** near mint to mint, original in pre-production olive green
- Sold for:** £930 (23 bids)



- **Item:** Dinky No.36c Humber Vogue, with tinplate figures
- Condition:** tyres are hard originals, wheel hubs sound, paint shows a few very small chips and some other rubs
- Sold for:** £1380 (48 bids)



- **Item:** Corgi Toys Gift Set 3 Batmobile Bat-boat and Trailer
- Condition:** model very near mint, with box showing storage-wear to corners
- Sold for:** £587.77 (31 bids)



- **Item:** Tri-ang Spot-On No.116 Caterpillar D9 Bulldozer Track Machine - empty box
- Condition:** good, has an inner packing piece but some general wear
- Sold for:** £560.99 (20 bids)



- **Item:** Matchbox SuperKings K-74 Volvo Estate
- Condition:** near mint with only a couple of small factory paint marks, box original and unpunched
- Sold for:** £565.88 (10 bids)



- **Item:** Lesney Matchbox MB5c Routemaster Bus "Baron of Beef"
- Condition:** original near mint to mint, with rare decals to sides
- Sold for:** £511 (30 bids)



- **Item:** Lesney Matchbox Major Pack M-9 Inter-State Double Freighter Cooper-Jarrett
- Condition:** mint original model, in original near mint box
- Sold for:** £510 (39 bids)



- **Item:** Corgi Toys No.270 James Bond Aston Martin DB5
- Condition:** very good vehicle, housed in a very good original box
- Sold for:** £509.99 (34 bids)

SALE RESULTS

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■ Corgi Heavy Haulage 1/50th scale 18005 Pickfords Industrial Set, comprising of Scammell Contractor x 2, Nicolas Trailer, Bogies and Generator "Pickfords", limited edition with COA 4000 produce. Condition appears to be near mint (unchecked for completeness) in excellent lift off lid box. **Sold for £40, Vectis, January.**



■ Corgi Heavy Haulage 18003 "Wynn's" Scammell Contractor x 2 Nicholas Girder Trailer, Bogies & Stator Core Set. Condition appears to be excellent to near mint (unchecked for completeness) in an excellent lift off lid box. **Sold for £50, Vectis, January.**



■ Corgi a boxed Heavy Haulage 1/50 Scale CC12305 Scammell Contractor x 2, Girder Trailer, Bogies and sheeted load "Eddie Stobart Ltd Carlisle" set. Condition appears to be near mint (unchecked for completeness) in excellent box. **Sold for £45, Vectis, January.**



■ Corgi a boxed Heavy Haulage 18001 Scammell Contractor with Nicholas Bogie Trailer and Steam Turbine load "Econofreight Heavy Transport Ltd" set. Condition appears to be near mint (unchecked for completeness) in generally excellent box. **Sold for £45, Vectis, January.**



■ Corgi Heavy Haulage 31009 "Wynn's" Diamond T & Scammell Set. Condition appears to be excellent to near mint (unchecked for completeness) in generally excellent box. **Sold for £45, Vectis, January.**



■ Corgi Heavy Haulage 31013 "ALE" Scammell Constructor Set. Condition appears to be near mint (unchecked for completeness) in good box. **Sold for £40, Vectis, January.**



■ Corgi Heavy Haulage 18002 Pickfords Scammell Contractor (x 2) with Nicolas Bogie Trailer and Casting Load set. Condition appears to be near mint (unchecked for completeness) in fair ripped box. **Sold for £60, Vectis, January.**



■ Corgi Heavy Haulage CC12002 "Cadzow" MAN King Trailer with Crusher Load set. Condition appears to be near mint (unchecked for completeness) in good box. **Sold for £70, Vectis, January.**



■ Corgi Heavy Haulage CC12604 "Wynn's" Scammell Crusader King Trailer with Load. Condition appears to be near mint (unchecked for completeness) in generally good box. **Sold for £40, Vectis, January.**



■ Corgi Heavy Haulage 31014 "Sunter Brothers" Guy & Diamond T Set. Condition appears to be near mint (unchecked for completeness) in generally excellent box. **Sold for £50, Vectis, January.**



■ Corgi Heavy Haulage CC12403 "Heanor Haulage" Volvo FH Fertiliser Dryer load Set. Condition appears to be near mint (unchecked for completeness) in excellent box. **Sold for £70, Vectis, January.**



■ Maisto 33201 1/12th scale 1992 Jaguar XJ220, metallic silver, dark grey interior, mounted on stepped plastic plinth. Condition appears to be near mint (unchecked for completeness) in generally good box. **Sold for £35, Vectis, January.**



■ Britains 1335 Army 6-wheeled Tipping Lorry (2nd version), dark military green hubs with black tyres, driver, silver grille and surround. Good still a bright example in a good red lift off lid box. **Sold for £70, Vectis, January.**



■ Britains a boxed No.1725 Post War 4.5" Howitzer with ammunition, dark green. Condition appears to be excellent (unchecked for completeness). **Sold for £40, Vectis, January.**



■ **Crescent Toys a boxed No.2154 Saladin Armoured Patrol Set.** Condition appears to be good plus to excellent (unchecked for completeness). **Sold for £40, Vectis, January.**



■ **Dinky No.2 "Private Automobiles" Gift Set,** all models have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £90, Vectis, January.**



■ **Dinky No.121 Gift Set "Goodwood Sports Cars",** all models have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £120, Vectis, January.**



■ **Dinky No.28 Trade Box Delivery Vans** containing 6 models, all have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £100, Vectis, January.**



■ **Dinky No.25 Commercial Motor Vehicle Set "Dinky Toys"** containing 6 models, all models have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £130, Vectis, January.**



■ **Dinky No.25 Commercial Motor Vehicle Set "Dinky Toys"** containing 6 models, all models have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £130, Vectis, January.**



■ **Dinky 749 Avro Vulcan Delta Wing Bomber.** Please note casting is a non original white metal casting. Condition is good (restored) in reproduction box. **Sold for £60, Vectis, January.**



■ **Dinky 151 Le Mans Racing Cars Gift Set** comprising of 5 models, all have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £140, Vectis, January.**



■ **Dinky No.149 "Sports Cars" Gift Set** comprising of 5 models, all have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £150, Vectis, January.**



■ **Dinky No.2 Gift Set "Commercial Vehicles"** comprising of 5 models, all have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £80, Vectis, January.**



■ **Dinky 3 "Passenger Cars" Gift Set** comprising of 6 models, all have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £70, Vectis, January.**



■ **Corgi a boxed GS-SC05 "Sports Car Gift Set" comprising of 5 models,** all models have been repainted/restored. Conditions appear to be good (repainted) in reproduction box. **Sold for £140, Vectis, January.**



■ **Matchbox (Model Of Yesteryear) Y-11 1938 Lagonda Drophead Coupe,** gold body, strawberry chassis, gold spoked wheels, bumpers, black interior. Condition appears to be excellent (unchecked for completeness). **Sold for £50, Vectis, January.**



■ **Corgi 804 Noddy's Car,** lemon yellow body with original windscreen, brick red chassis & base, cast hubs. Condition appears to be excellent plus in fair box. **Sold for £50, Vectis, January.**



■ **Corgi 314 Ferrari Berlinetta 250 Le Mans,** red body, blue tinted windows, chrome interior, wire wheels. Condition appears to be good to good plus in good box. **Sold for £35, Vectis, January.**



■ **Corgi Toys 245 Buick Riviera,** gold body, red interior, chrome trim, wire wheels, with (2nd issue revised) grey plastic tow hook and "Trans-o-Lite" headlights. Condition appears to be excellent in fair box. **Sold for £60, Vectis, January.**



■ **Corgi Toys 436 Citroen Safari "Wildlife Preservation",** yellow body, drab green and brown interior with figures, silver trim, drab green and brown luggage and spun hubs. Condition appears to be good to good plus still a nice bright example in good box. **Sold for £40, Vectis, January.**



■ **Corgi 430 Ford Thunderbird "Bermuda Taxi",** white body, silver and yellow interior with figure driver, spun hubs with blue and red plastic canopy. Conditions appears to be good in generally good box. **Sold for £35, Vectis, January.**



■ **Corgi 236 Austin A60 Deluxe Saloon "Corgi Motor School Car",** light blue with silver flashes, red interior and roof turning disc, spun hubs. Condition appears to be generally good plus in generally good box. **Sold for £50, Vectis, January.**



■ **Corgi Toys 419 Ford Zephyr "Police" Car,** off white body, red interior, silver trim, grey aerial, large blue roof light and spun hubs. Condition appears to be good to good plus in generally good box. **Sold for £45, Vectis, January.**



■ **Corgi 318 Lotus Elan S2 with "I've Got a Tiger in My Tank" trunk decal**, metallic silver-blue body & base, black interior with brown dashboard, missing original driver figure, spun hubs. Condition appears to be excellent in good box. **Sold for £50, Vectis, January.**



■ **Corgi Toys 239 Volkswagen 1500 Karmann Ghia**, gold body, yellow interior, silver trim, spun hubs and luggage case. Condition appears to be excellent plus in good plus box. **Sold for £80, Vectis, January.**



■ **Corgi Toys 328 Hillman "Rallye Monte-Carlo"**, blue body, white side flashes, off white interior, silver trim and spun hubs. Condition appears near mint in good box, with "opening tailgate" display card and correct instruction/collectors club folded leaflet. **Sold for £180, Vectis, January.**



■ **Corgi 155 Lotus Climax Formula 1 Racing Car**, green, yellow, white and black racing number 1, spun hubs, figure driver. Condition appears to be excellent in good plus to excellent box. **Sold for £35, Vectis, January.**



■ **Corgi 485 Surfing with the BMC Mini Countryman**, turquoise, with lemon interior, lacks figure and two surfboards (one is broken). Condition appears to be generally excellent in fair to good box. **Sold for £70, Vectis, January.**



■ **Corgi 465 Commer Pick-Up**, yellow cab and chassis, red back, lemon interior, silver trim, spun hubs and "Trans-O-Lite" headlamps. Condition appears to be good plus in generally good box. **Sold for £60, Vectis, January.**



■ **Dinky Toys 106 Thunderbird 2 & 4 From TV series 'Thunderbirds'**, metallic blue body, white plastic base, red thrusters, yellow intakes, red legs, all stickers, plastic Thunderbird 4 in detachable pod, in mint original condition, with unpunched header card window display box, polystyrene inner, in excellent condition, acetate window in box has tear to front. **Sold for £130, C&T Auctioneers, January.**



■ **Dinky 112 Purdey's TR7 from the TV series The New Avengers**, yellow body, black interior, speedwheels, in mint boxed original condition. **Sold for £45, C&T Auctioneers, January.**



■ **Scarce Dinky Toys shop counter carousel unit 'Always Something New from Dinky'** rotating wooden base, with eight white vacuum plastic sections, to hold up to 48 models, vacuum plastic top section, with Dinky Toys sign. Approx H.33-inches (84cms) in good used condition, very fragile, some cracks to plastic top section, with outer carton. **Sold for £320, C&T Auctioneers, January.**

Approx H.33-inches (84cms) in good used condition, very fragile, some cracks to plastic top section, with outer carton. **Sold for £320, C&T Auctioneers, January.**



■ **Dinky Toys 721 German Junkers Ju 87B Stuka Aircraft**, with dropping cap firing bomb. In mint original condition, bubble pack box with yellow card base is fair, lid has yellowed, with one corner missing, card base has two-hole indentations caused by wheels, missing transfer sheet. **Sold for £60, C&T Auctioneers, January.**



■ **Dinky 721 German Junkers JU 87B Stuka Aircraft**, olive green body, light blue base complete with cap firing bomb, decal sheet, in mint boxed original condition. **Sold for £85, C&T Auctioneers, January.**



■ **Dinky 726 German Messerschmitt B.f 109E Aircraft**, desert camouflage body, light blue base complete with instructions & decal sheet, in mint boxed original condition. **Sold for £110, C&T Auctioneers, January.**



■ **Dinky 730 U.S. Navy Phantom Aircraft**, grey body, complete with decal sheet, two missiles, in mint boxed original condition. **Sold for £60, C&T Auctioneers, January.**



■ **Dinky 733 German Export Phantom II Aircraft**, grey/green camouflage 'Bundesluftwaffe' white missiles and transfer decals, in mint boxed original condition, tiny piercing to bubble lid, caused by nose cone of aircraft, complete with outer trade box, with two Dinky toy no.733 stickers on both ends. **Sold for £140, C&T Auctioneers, January.**



■ **Dinky Toys 914 A.E.C. Articulated Lorry 'British Road Services'**, red cab, light grey trailer, green plastic tilt, red plastic wheel hubs, leaflet, in near mint original condition, some tiny paint chipping around one wheel arch, illustrated card box is in very good original condition, one end flap has a Sellotape repair. **Sold for £80, C&T Auctioneers, January.**



■ **Dinky Toys 917 Mercedes-Benz truck and trailer**, blue cab and chassis, red interior, white roof and yellow trailers with white tilts, silver plastic detailed wheel hubs, in near mint original condition (one wing mirror loose) on an excellent inner detailed picture stand, in a yellow and white picture box, which is good, one end flap has been repaired, with inner packing polystyrene. **Sold for £100, C&T Auctioneers, January.**



■ **Dinky Toys 2214 Ford Capri Rally Special 1/25 scale**, red, mat black roof, black interior, unused decal sheet in mint original condition, bubble lid on box is squashed. **Sold for £50, C&T Auctioneers, January.**



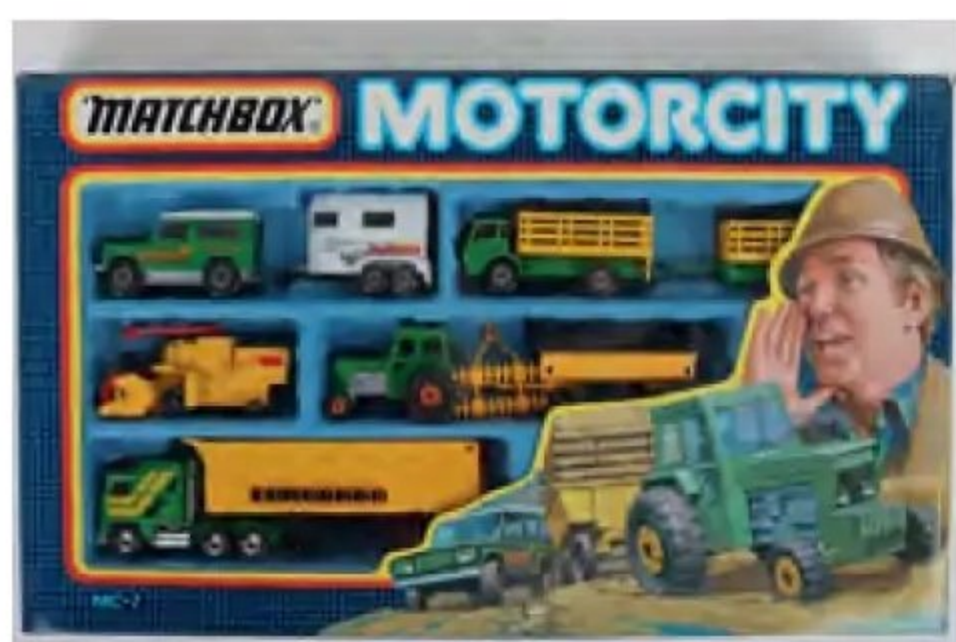
■ **Dinky Toys 2253 Ford Capri Police Car 1/25 scale**, in 2162 box, white body, orange stripe, dark blue interior, in mint boxed original condition. **Sold for £60, C&T Auctioneers, January.**



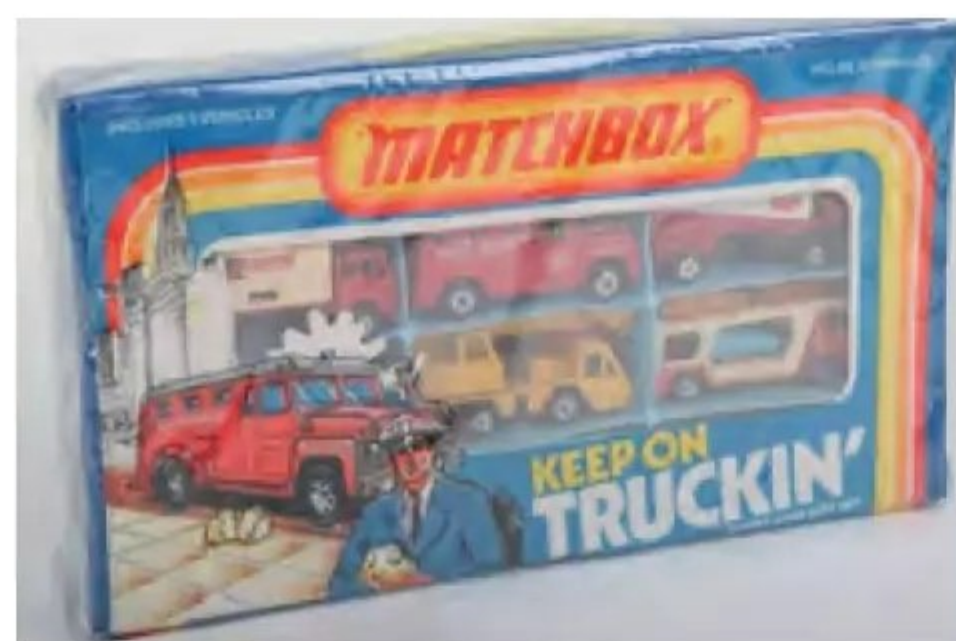
■ **Matchbox Superfast USA issue Keep On Truckin Carry Case Gift Set**, 5 vehicles included, circa 1979, MB-19 Cement Truck, MB-69 Armoured Truck Wells Fargo, MB-63 Freeway Gas Tanker Burmah, MB-49 Crane Truck and MB-11 Car Transporter, red/cream, all in mint original condition, 12 vehicle carry case is excellent. **Sold for £75, C&T Auctioneers, January.**



■ **Matchbox Superfast USA issue Street Classics Carry Case Gift Set**, 5 vehicles included, MB-3 Porsche Turbo, metallic green, MB-8 De Tomasso Pantera, blue no '17' MB-25 Toyota Celica, MB-51 Midnight Magic, MB-62 Chevrolet Corvette, circa 1979, all in mint original condition, 12 vehicle carry case is mint. **Sold for £80, C&T Auctioneers, January.**



■ **Matchbox Motorcity MC-7 Farm Gift Set**, 1987 Macau, includes three Twin Pack Sets, Land Rover & Horse Box, Cattle Truck & Trailer, Tractor & Plough/Hay Trailer, plus Combine Harvester and Convoy Super rig Eurobran, all in mint boxed original condition. **Sold for £50, C&T Auctioneers, January.**



■ **Matchbox Superfast USA issue Keep On Truckin Carry Case Gift Set**, 5 vehicles included, circa 1979, MB-42 Mercedes Container Truck Sea Land, MB-69 Armoured Truck Wells Fargo, MB-63 Freeway Gas Tanker Burmah, MB-49 Crane Truck and MB-11 Car Transporter, red/cream, all in mint original condition, 12 vehicle carry case is excellent. **Sold for £80, C&T Auctioneers, January.**



■ **Matchbox Superfast USA issue Off The Road Carry Case Gift Set**, 5 vehicles included, circa 1979, Twin Pack 7 Jeep & Gliding Club trailer, MB-31 Caravan, MB-60 Holden Pick Up bright red, 500 label and MB-53 Jeep CJ6 red body, tan roof, all in mint original condition, 12 vehicle carry case is excellent. **Sold for £80, C&T Auctioneers, January.**



■ **Matchbox Superfast 10 pack Gift Set**, circa 1991 contains: 3 x MB-16 Land Rover Ninety, MB-27 Jeep Cherokee, MB-37 Jeep 4 x 4, MB-38 Model A Ford Van, MB-42 Mobile Crane, MB-43 Lincoln Town Car, MB-45 Ford cargo skip Lorry and MB-47 Jaguar SS100, all the models are in mint original condition, window display box is excellent. **Sold for £45, C&T Auctioneers, January.**



■ **Matchbox Speed Kings K-47 Easy Rider**, metallic blue seat, red tank, chrome forks, red front mudguard, in mint boxed original condition. **Sold for £65, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-3 Mod Tractor and Trailer**, metallic turquoise blue/yellow body, stars & stripes labels, tractor has red plastic wheel hubs, trailer has 5 dash wheels, in mint boxed original condition, vintage price label £1.40. **Sold for £40, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-5 Muir Hill Tractor and Trailer German Export Issue HOCH & TIEF**, in mint boxed original condition, acetate window slightly unstuck to one corner. **Sold for £160, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-11 German Export Dodge Delivery Van Franffurter Allgemeine**, blue body, red interior, Newspaper seller in mint original condition, box has slight age wear. **Sold for £50, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-26 Cement Truck German Export Issue HOCH & TIEF**, in mint boxed original condition, yellow vacuum inner is excellent, very slight indentation to acetate window from handle on cement mixer. **Sold for £100, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-28 Bedford Skip Truck German Export Issue HOCH & TIEF**, in mint boxed original condition, yellow vacuum inner is excellent. **Sold for £85, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-29 Ford Delivery Van German Export Issue Elefanten**, blue cab, amber windows, black interior, white plastic back, with sky blue roof and rear doors, complete with figure and loading trolley with two detachable baskets, in mint boxed original condition, with USA vintage price label, yellow vacuum inner is excellent. **Sold for £65, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-29 Ford Delivery Van German Export Issue Mr Softy**, white cab, amber windows, black interior, green plastic back and rear doors, complete with figure and loading trolley with two detachable baskets, in mint boxed original condition, yellow vacuum inner is excellent. **Sold for £40, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-88 French Export Ford D800 Money Box**, 'Caisse D'Epargne' orange cab, cream/orange/ brown back, 5 spoke wheels in mint boxed original condition. **Sold for £50, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-88 German Export Ford D800 Money Box**, 'Volksbank white cab/blue roof, white/orange/blue back, 5 spoke wheels in mint boxed original condition. **Sold for £55, C&T Auctioneers, January.**



■ **Matchbox SuperKings K-99 German Export Dodge Polizei Van**, green/white body, blue glass, red interior, two policeman figures, complete with unmade road signs and decals in mint original condition, box has slight age wear. **Sold for £40, C&T Auctioneers, January.**



■ **Corgi Country Farm Gift Set 4**, contains: 50 Massey Ferguson MF50B Tractor and trailer, with detachable hay load, pens figures and animals, models are in mint original condition, un-removed from box, striped window display box is excellent, some indentations to acetate window. **Sold for £100, C&T Auctioneers, January.**



■ **Scarce Corgi Block Construction Export Gift Set 8**, contains: 1110 JCB Crawler Loader, 1156 Volvo BM Cement Mixer and E20 Corgi Junior site mixer, models are mint, outer display window box is fair to good, with age/edge wear, split to acetate window, vacuum plastic inner is excellent. **Sold for £220, C&T Auctioneers, January.**



■ **Corgi Toys Code 1 Wiltshire Fire Brigade Dennis T.L. and Ford Escort U.V. Van gift Set**, Wiltshire Fire Brigade commissioned Corgi Toys Limited to produce 1000 presentation packs containing the Dennis Turntable ladder and Ford Escort Utility vehicle to mark a Brigade open weekend at Longleat House Lord Baths estate on 15th and 16th June 1985, no 206 signed by Station office Rod Priddle, plus an extra leaflet explaining that Corgi Toys incorrectly labelled the models Wiltshire Fire Service instead of Wiltshire Fire Brigade. Model's are in mint original condition, black/orange/yellow window display box is excellent, with label signed by D.F. Robbins Chief fire officer. **Sold for £40, C&T Auctioneers, January.**



■ **Corgi Mumbles RNLI Limited Edition Gift Set 9**, contains: Land Rover and Dingy on trailer, models are in mint original condition, black/orange/yellow window display box is excellent. **Sold for £70, C&T Auctioneers, January.**



■ **A Matchbox 1-75 series No.41 diecast Ford GT Racing Car**, less common variant with red hubs and interior in Type E2 box - good (some paint chips) in good box. **Sold for £130, Excalibur Auctions, January.**



■ **A Matchbox diecast 1-75 series No.59 diecast Ford 'Singer' Van**, rarer variant in dark green in Type B5 box - tape repair to one flap. Very good in a good box. **Sold for £90, Excalibur Auctions, January.**



■ **A Matchbox diecast 1-75 series No.25 Tanker Lorry**, rarer German variant in 'Aral' blue and white livery in a correct English Style BP Tanker Type E1 box. Good to very good in a good to very good box. **Sold for £140, Excalibur Auctions, January.**



■ **A Matchbox diecast 1-75 series No.32 Leyland Petro Tanker Lorry**, rarer German variant in 'Aral' blue and white livery in correct English Style BP Tanker Type E4 box. Very good in a good to very good box. **Sold for £85, Excalibur Auctions, January.**



■ **A Corgi No.405 Bedford 'Utilecon' AFS Tender** in green livery, very good in a good box. **Sold for £45, Excalibur Auctions, January.**



■ **A Corgi Major No.1127 Simon Snorkel Fire Engine**, good to very good in a good box. **Sold for £40, Excalibur Auctions, January.**



■ **A Corgi No.314 diecast Ferrari 'Berlinetta'**, very good in a very good box. **Sold for £42, Excalibur Auctions, January.**



■ **A Corgi Whizzwheels No.282 Mini Cooper**, in white and black, very good to excellent in a very good box. **Sold for £50, Excalibur Auctions, January.**



■ **A Corgi No.225 diecast Austin Seven**, in red, very good in a good to very good box. **Sold for £55, Excalibur Auctions, January.**



■ **A Corgi Major No.1121 Chipperfield's Circus Crane Truck**, very good in a good to very good box with all packing pieces, instructions etc. **Sold for £50, Excalibur Auctions, January.**



■ **A Dinky No.277 Superior Criterion Ambulance**, in metallic blue and white. Very good in a good to very good box with packing ring, packing piece and instructions. **Sold for £50, Excalibur Auctions, January.**



■ **Lansdowne Models (Brooklin) LDM 108 Bentley 4.5 DHC**, maroon body. Mint including green lift off lid box and inner card packing. **Sold for £80, Vectis Auctions, February.**



■ **Tri-ang Spot On 107 Jaguar XKSS**, green body, grey interior and tonneau, cast spun hubs. Excellent plus lovely bright example. **Sold for £70, Vectis Auctions, February.**



■ **Tri-ang Spot On 114 Jaguar 3.4 Litre Saloon**, light blue body, cream interior and steering wheel, cast spun hubs. Good plus to excellent (some very small marks on edges). **Sold for £70, Vectis Auctions, February.**



■ **Tri-ang Spot On 119 Meadows Frisky**, dark turquoise body with black roof, blue interior, cream steering wheel and cast spun hubs. Good plus bright example. **Sold for £30, Vectis Auctions, February.**



■ **Tri-ang Spot On 157 Rover 3 Litre saloon**, grey body, cream interior and steering, chrome trim and cast spun hubs. Good plus to excellent. **Sold for £50, Vectis Auctions, February.**



■ **Tri-ang Spot On 184 Austin A60 Cambridge**, beige body, white interior with grey steering wheel, chrome trim and cast spun hubs. Good plus. **Sold for £20, Vectis Auctions, February.**



■ **Tri-ang Spot On 154 Austin A40 Saloon**, light blue, cream with black steering wheel, silver trim and cast spun hubs. Near mint superb example. **Sold for £70, Vectis Auctions, February.**



■ **Tri-ang Spot On 276 Jaguar Type S**, metallic green body, red interior with black steering wheel and figures, chrome trim and cast spun hubs. Excellent plus. **Sold for £220, Vectis Auctions, February.**



■ **Tri-ang Spot On 287 Hillman Minx Saloon**, drab greyish-green body, red interior with black steering wheel, chrome trim, cast spun hubs and luggage rack with cases. Good plus to excellent. **Sold for £60, Vectis Auctions, February.**



■ **Tri-ang Spot On 289 Morris Minor 1000 Saloon**, red body, grey interior with black steering wheel, chrome trim and spun hubs. Excellent plus lovely bright example. **Sold for £100, Vectis Auctions, February.**



■ **Tri-ang Spot On 289 Morris Minor 1000 Saloon**, metallic green body, red interior with black steering wheel, chrome trim and spun hubs. Near mint superb example. **Sold for £120, Vectis Auctions, February.**



■ **Tri-ang Spot On 306 Humber Super Snipe Estate Car**, light blue, chrome trim with interior figures, cast spun hubs and luggage rack with cases. Good plus. **Sold for £60, Vectis Auctions, February.**



■ **Corgi Toys 450 Austin Mini Van**, green body, red interior, silver trim and spun hubs. Excellent plus (some very minor fading) in a good plus displays well blue and yellow carded picture box. **Sold for £110, Vectis Auctions, February.**



■ **Corgi Toys GS40 "The Avengers" Empty Blue and yellow carded picture box**, outer box - excellent plus lovely crisp example. **Sold for £140, Vectis Auctions, February.**



■ **Dinky Toys 147 Cadillac 62**, metallic aqua, red interior, silver trim and spun hubs. Excellent plus in a excellent yellow and red carded picture box. **Sold for £70, Vectis Auctions, February.**



■ **Dinky Toys 2162 Ford Capri**, 1/25 scale, blue body, black roof and chrome wheels. Near mint superb example on a good plus to excellent red, white and gold carded plinth, bubble is fair (discoloured). **Sold for £80, Vectis Auctions, February.**



■ **Dinky Toys 2162 Ford Capri**, 1/25 scale, blue body, black roof and chrome wheels. Near mint superb example on a good plus to excellent red, white and gold carded plinth, bubble is poor (discoloured). **Sold for £70, Vectis Auctions, February.**



■ **Dinky Toys 410 Bedford End Tipper**, red cab and rigid hubs, cream back and with windows. Excellent (some very light pitting) in a good plus yellow and red carded picture box (small puncture hole on side). **Sold for £60, Vectis Auctions, February.**



■ **Dinky Toys 431 Guy Warrior 6-Ton Truck**, beige cab and chassis, green back with mid-green Supertoy hubs and metal tow hook. Excellent plus in a fair to good yellow and red carded picture box. **Sold for £130, Vectis Auctions, February.**



■ **Dinky Toys 436 Atlas Copco Compressor Lorry**, yellow body, silver trim and spun hubs. Excellent in a good plus yellow and red carded picture box (does have label on end flap). **Sold for £70, Vectis Auctions, February.**



■ **Dinky Toys 501 Foden (Type 1) 8-Wheeled Diesel wagon**, mid-grey cab and back, black chassis, red side flashes and rigid hubs with herringbone tyres and silver trim. Good plus still a beautiful example that displays well (very light super-detailing to grille "Foden"). **Sold for £100, Vectis Auctions, February.**



■ **Dinky Toys 501 Foden (Type 1) 8-Wheeled Diesel wagon**, dark grey cab and back, red chassis, side flashes and rigid hubs with herringbone tyres, silver trim, with tow hook. Good plus bright example. **Sold for £120, Vectis Auctions, February.**



■ **Dinky Toys 501 Foden (Type 2) 8-Wheeled Diesel Wagon**, red cab, chassis and Supertoy hubs with treaded tyres, fawn back, silver trim and with metal tow hook. Good plus to excellent bright example. **Sold for £130, Vectis Auctions, February.**



■ **Dinky Toys 502 Foden (Type 1) Flat Truck**, mid-blue cab and back, dark blue chassis and side flashes, blue rigid hubs with herringbone tyres and silver trim. Good plus lovely bright example. **Sold for £110, Vectis Auctions, February.**



■ **Dinky Toys 502 Foden (Type 1) Flat Truck**, orange cab and chassis, mid-green back, side flashes and rigid hubs with treaded tyres, silver trim and metal tow hook. Good plus to excellent (a few small chips on cab roof). **Sold for £200, Vectis Auctions, February.**



■ **Dinky Toys 504 Foden (Type 1) Tanker**, two-tone blue, rigid hubs with grey treaded tyres, silver trim and metal tow hook. Good plus still a bright example. **Sold for £60, Vectis Auctions, February.**



■ **Dinky Toys 505 Foden (Type 1) Flat Truck with Chains**, green cab, back and chassis, mid-green side flashes and rigid hubs with black treaded tyres, silver trim and metal hook. Good plus still displays well. **Sold for £280, Vectis Auctions, February.**



■ **An original Moko Lesney Matchbox 5a London Bus**, in red, overall very good, small chip to roof noticed, boxed, very good. **Sold for £40, Sheffield Auction Gallery, February.**



■ **A rally Ford Falcon by Buby of Argentina**, very good plus boxed. **Sold for £30, Sheffield Auction Gallery, February.**



■ **An original 1960s Matchbox series MF-1 fire station**, with red roof appears complete and unbroken, would benefit from a clean boxed, some creasing and small tears to box. **Sold for £70, Sheffield Auction Gallery, February.**



■ **A Corgi Major gift set No. 27 Machiner Tractor with Bedford tractor unit and Priestman 'cub' shovel**, appears unbroken, overall condition fair/ good boxed. Polystyrene tray damaged, some rubbing/ crushing to lid. **Sold for £35, Sheffield Auction Gallery, February.**



■ **Dinky Supertoys No.958 snow plough with windows**, overall very good. Would benefit from a clean, boxed with insert, some crushing/ rubbing to box. **Sold for £65, Sheffield Auction Gallery, February.**



■ **Original Dinky Toys 941 Foden 14 ton tanker 'Mobilgas'**, overall model good/ good plus. Chipping to raised edges and transfer rubbing, boxed. Some staining and rub marks to box. **Sold for £50, Sheffield Auction Gallery, February.**



■ **Original Dinky Toys 901 Foden diesel 8 wheel wagon**, red cab/ fawn back. Overall good plus, boxed. Some staining/ rubbing to box. **Sold for £42, Sheffield Auction Gallery, February.**



■ **Original Dinky 981 British rail horse box**, overall good plus/ very good boxed. Some rubbing to box. **Sold for £42, Sheffield Auction Gallery, February.**



■ **Original Spot-On AEC mammoth major with brick load 'London Brick Company'**. Overall good plus chipping to raised edges. Boxed some crushing/ staining to box. **Sold for £180, Sheffield Auction Gallery, February.**



■ **Dinky Supertoys No. 983 car carrier with trailer**. Overall good/ good plus. Early evidence of damp damage and chipping to raised edges. Boxed poor/ significant damp damage to outer and inserts. **Sold for £95, Sheffield Auction Gallery, February.**



■ **Dinky Toys 901 Foden Diesel Eight Wheel Wagon**, boxed, good condition. **Sold for £95, Bretells Auctioneers, February.**



■ **Dinky Toys Ford Zephyr Saloon No.162**, boxed, good condition. **Sold for £35, Bretells Auctioneers, February.**



■ Dinky Toys US Police Car No.258, boxed, good condition. **Sold for £35, Bretells Auctioneers, February.**



■ Dinky Toys Bedford Van No.482, boxed, good condition. **Sold for £50, Bretells Auctioneers, February.**



■ Dinky Toys Plymouth Plaza No 178, boxed. Condition good, in a fair box. **Sold for £40, Bretells Auctioneers, February.**



■ Dinky Toys Rolls Royce Silver Wraith No. 150, boxed. Condition good, in a fair box. **Sold for £40, Bretells Auctioneers, February.**



■ Dinky Toys Mersey Tunnel Police Van No. 255, boxed. Condition good, in a fair box. **Sold for £25, Bretells Auctioneers, February.**



■ Dinky Toys Massey Harris Tractor No 300, boxed, good condition. **Sold for £28, Bretells Auctioneers, February.**



■ Dinky Toys Sunbeam Rapier Saloon No. 166, boxed, good condition. **Sold for £35, Bretells Auctioneers, February.**



■ Dinky Toys Jaguar XK120 Coupe No. 157, boxed, good condition. **Sold for £38, Bretells Auctioneers, February.**



■ Dinky Toys Volkswagen No. 181, boxed. Condition good, in a fair box. **Sold for £30, Bretells Auctioneers, February.**



■ Dinky Toys Connaught Racing Car No. 236, boxed. Condition good, in a fair box. **Sold for £25, Bretells Auctioneers, February.**



■ Dinky Toys Triumph TR32 Sports Car No. 111, boxed. Condition good, in a fair box. **Sold for £20, Bretells Auctioneers, February.**



■ A boxed Dinky Toys No.359 'Space 1999' Eagle Transporter. The model in white and green with red rear and side thrusters appears to be in Mint condition, still attached to inner polystyrene 'Moon surface' with what appears to be original elastic bands. The model also comes with its unused decal sheet. The window box is somewhat dusty, and has some creases, scuffs and general storage related wear, with a sticker to front. **Sold for £150, British Toy Auctions, February.**



■ A boxed 1/25 scale Dinky Toys No.2162 Ford Capri. The model in blue, with black roof and blue interior, with chrome trim, appears to be in excellent to near mint condition with a few very minor marks, and sits on a fair plus base with some scuffing, in a poor bubble pack with broken piece to front, and which is brittle and yellowed with age. **Sold for £45, British Toy Auctions, February.**



■ A boxed Dinky Toys No.905 Foden Flat Truck (2nd Type) with Chains. The model with red cab, chassis and grey back with red Supertoy hubs, appears to be in good overall condition but is very dusty with some marks and chips mainly to roof of cab and along edges of chassis. The model is housed in fair plus dusty blue and white striped lift of lid box with some storage related wear. **Sold for £65, British Toy Auctions, February.**



■ A boxed Dinky Toys No.958 Guy Snow Plough. The model with black and yellow cab and plough with black chassis and yellow back, appears in good overall very dusty condition with some chipping mainly to the hinged tailboard and top of the sides, commensurate with age and play. The model is presented in fair, dusty, blue and white lift off lid box with some scuffing, a tear along one corner, and fading to one end. **Sold for £50, British Toy Auctions, February.**



■ A boxed French Dinky Toys No.893 Tracteur Unic Saharien. The model in beige with beige trailer, white plastic roof, with concave and convex hubs, with black plastic pipe load, appears to be in excellent but very dusty condition. The model is housed in a fair to fair plus blue and white lift off lid box with fading and scuffing. **Sold for £55, British Toy Auctions, February.**



■ A boxed Dinky Toys No.279 Aveling Barford Diesel Roller. The model with orange body, yellow cab, black roof with black metal wheels, appears to be in good to good plus but very dusty condition and has a few marks mainly along edges of wheels and steering arm. The model is housed in a fair plus carded picture box. **Sold for £35, British Toy Auctions, February.**

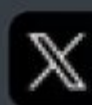


■ A boxed French Dinky Toys No.830 Rouleau Compresseur Richier. The model in yellow with red metal wheels and plastic driver figure, has some some nicks and chips, and appears to be in fair plus to good but dusty condition, housed in fair plus, dusty yellow lift off lid box. **Sold for £45, British Toy Auctions, February.**



■ A boxed Dinky Toys No.353 'UFO' Shado 2 Mobile. The model in green with green roof, brown rollers, silver tracks, light green base, yellow red tipped missile, red missile floor and off white interior, has a few marks mainly along edge of roof, otherwise appears to be in very good plus condition but is very dusty. Model is housed in poor box missing and flaps with storage tears. **Sold for £50, British Toy Auctions, February.**

Dear Editor

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DIECAST MYSTERY

■ This photo (above) was taken at Retromobile Paris just a couple of weeks ago, and how I spotted it, I do not know. It was in a veritable sea of stunning 1:1 full scale models, the like of which are rarely seen anywhere else.

The Dinky Toys version is still the best and the smaller one of the two, is fairly crude by comparison with a poor paint job, or perhaps it is a repaint. It was not a mint model (as can be seen) notably with a missing side-loading door. It is certainly a new one to me, on a design that has been frequently modelled over many years.

Please can you appeal for information in the magazine?

John Bath, Surrey

ED Can anyone out there shed some light onto John's model mystery? Send us an email, using the address above, and we will pass any information on! More on Retromobile Paris next month.

WHERE'S IT GONE?

■ I normally get my copy of *Diecast Collector* from the newsagent at the top of the road. In fact, thinking about it, I've been getting it from there for nearly 20 years – yikes! Recently, it's been harder to get hold and even the chap who runs the shop struggles. Is there a reason for this? I'm not getting any younger and I don't get in town as much these days, so I'm not sure where else I can pick it up.

Mr Jackson, Durham

ED I'm sorry to hear that you are struggling Mr Jackson. I'm not sure why but we will certainly look into it for you - thank you for bringing it to our attention! An easy way around the problem might be to take out a subscription to the magazine – you make a saving on the cover price, and it's delivered straight to your front door (usually before it goes on sale in the shops). The latest subscription offer is on page 2!



HOWDY FROM THE USA

■ Welcome to the hot seat and howdy from the good old USA!

I just finished reading the last few issues, and I gotta say how impressed I was with the latest cover feature, namely the Johnny Lightning Truckin' America series. This was one mighty good read. the pics were great, and the text was well written. I always enjoy this kind of article with a short history of the real vehicles and a description of the models, much better than other collector magazines that are obsessed with color variations etc.

I sure enjoy Mike Pigott on Johnny Lightning and Hot Wheels, but I reckon that some of his recent articles have been kinda short and not really his Grade-A material. I'd sure appreciate it if you could run some more substantial pieces like the Truckin' America one.

By-the-by, what happened to the Hot Wheels Years? This used to run every other issue, now we're lucky if we see it once a year!

Brett Ballard, email

ED Howdy to you too Brett! You make a good point about the Hot Wheels Years articles - it looks like it had been about a year since the last one ran in the magazine. We'll get on to it for you!

DIECAST CHANGES

■ I am writing to you enquiring as to why Brian Gower's features in the magazine have been withdrawn. Being an avid collector myself, I have always found his articles to be an imaginative and entertaining inclusion in every issue.

There seems to be no acknowledgement as to why he no longer writes for the publication.

I have always considered his contributions to be a valid addition to *Diecast Collector*, and I'm sure I speak for many other subscribers that the absence of his work diminishes the quality of the magazine in as much that a note of levity always adds colour and diversity to any enthusiasts interested in whatever the topic.

He is much missed and I hope that you will consider reinstating him, as I am sure his readers are as disappointed by his absence as I am.

Ray Howell, Wimbledon

ED Most of us can probably admit that, generally speaking, we don't like change. It might be the proposed reduction in Royal Mail deliveries, the price of petrol, or something as simple as television scheduling. We are especially reluctant when it involves changes to something we have been buying (or reading) for a long time, such as this very publication.

You will have noticed various changes to *Diecast Collector* over the last few months. Towards the end of last summer we ran a Reader Survey, asking for your opinions as readers. The results highlighted that the demographic of our readership is changing; to appeal to a younger and more diverse market, we need to have more varied subject matter. New writers, features and columns have started to appear over the last few issues as these changes bed-in. Magazine publishing is a particularly difficult business in the current climate, change has to be embraced if we wish to continue producing a magazine every month.

EMAIL YOUR LETTERS AND QUESTIONS TO CATHY AT:
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OR WRITE TO US: The Editor, Diecast Collector, Warners Group Publications plc, The Maltings, West Street, Bourne, Lincs, PE10 9PH.



FOND MEMORIES OF HATTON'S

I thought I was hearing things when, about a week ago, on the BBC One programme *Breakfast* they said that Hatton's was closing. So when my next copy of *Diecast Collector* came today I looked and there it was on page 7. I have used them for a few years. In fact, in 1958-59 my father had collected some copies of the magazine *Railway Modeller*, and he was able to get them bound into two books for me. He worked at a printer in Croydon and one of the staff made them up into the books for him. I was looking in them about 10+ years ago when I found a piece about Hatton's at the shop at 180 Smithdown Road, Liverpool. On the next page was a half page advert with all the prices back then. I went down to our local newsagent with copies of the two-pages and I sent them to Hatton's. About a week later I had a call from Hatton's, thanking me for the copies. I think he said that it was their old shop and he was going to frame and display the pages, so that everyone could see – I don't know if they did or not!

It's just another company that will be no more. We used to have about six model shops but over time they all close, the last being Modelzone. Smith's did take it over but they didn't know how to run it, so it did not last long before it went. The last time I used Hatton's was the back end of last year. You will be missed Hatton's – who will be next? Thank you Hatton's for all your help over the years.

Mr I Burgin, Surrey

ED What lovely memories, thank you for sharing them Mr Burgin. Hatton's will definitely be missed!

WHAT'S IN A NAME?

I find myself for the best part agreeing with Michelle Daveys' correspondence (March issue). As a long time subscriber to *Model Collector* magazine, on its demise I was automatically transferred to *Diecast Collector*. No problem there but I think the former magazine's title is more definitive of the content. Maybe a younger generation could be drawn more to the "model" aspect, as in my experience many don't actually know what diecast means but they love model cars, be they plastic, resin, tinsplate, whatever!

I also sympathise with the letter from James Alexander with regard to the expense of collecting and have somewhat curtailed my own accumulation of 1/43 scale cars with the costs involved, which begs the question, would youngsters even consider the hobby?

John Nun, Cloverlands Model Car Museum

ED Thank you for your thoughts, and insight John!



A FEMALE PERSPECTIVE

Hazel Ralston's *The female perspective* in the January issue of *Diecast Collector* was a great read. It was really interesting to learn how sharing her husband Andrew's passion for toys and models morphed into her own collecting pursuits. Hazel's memories of Grays Antique Market took me back to my first visit to London from the U.S. nearly 30 years ago, and the anticipation of a visit to the toy dealers at Grays. We arrived there late morning on a Saturday, only to be greeted by a "Closed" sign on the doors—the dealers apparently all being out and about at toy fairs! On a subsequent (weekday) visit there some years later, there was little in the way of vintage toys, leaving me to imagine the treasure trove of mint/boxed Minics and Dinkys that I undoubtedly had missed adding to my collection.

Doug Kelly, email

ED I'm glad that you enjoyed it! Hazel will be writing a bi-monthly column, sharing more of her collecting experiences.

IT'S ALL IN THE PRESENTATION

I enjoyed reading the email from Mark Pazos, titled "Foreign Thoughts" (*Diecast Collector*, March 2024 issue). I am particularly interested in his second point, about how collectors display their models. I must say that most of my models are in glass fronted, wall display cabinets. They are all unpackaged, because frankly, I don't feel that they can be enjoyed unless they can be seen clearly.

In total, I have nine wall cabinets with several different themes. I have both vintage and modern diecast models plus lead soldiers, animals, trains and tin plate items. The whole collection is housed, in what some people have described as the "toy room". My wife and I are both collectors and she specialises in vintage lead.

In my view, collections should not only be pleasing, in terms of individual models. There should be a general aesthetic consideration in terms of the overall look. Model vehicles come in a variety of colours and could almost be considered as art, when displayed in groups.

I mentioned that most of my models are behind glass. But the larger scale items are on shelves and although they look good, they have to be dusted on a regular basis. I guess that the majority of collectors are limited by space and even though we have the "toy room", we have had to be creative, to get everything in.

In conclusion, there are many factors to be considered, when discussing how we display our collections. But in the end, it might really come down to space and practicality, rather than aesthetic considerations and packaging.

Don Townshend, Chelmsford

ED We couldn't agree more Don. It is good to see what people have collected, and what better way than in display cases. There have always been arguments for and against, but is it controversial to suggest that if models aren't displayed then it is just 'hoarding'? I'm sure you'll all be quick to correct me...

TOYFAIR TIMES

FAIRS

2 MARCH

- **Ludlow**, Tony Oakes, 01270 652773 or 07825 631323

3 MARCH

- **Worthing**, SRP Toy Fairs, 07739 998012 / 07498 912091
- **Wimborne**, Steve Clements Fairs, 01380 725322 / 07732 330305

9 MARCH

- **Crewe**, Crewe Model Engineering Society, 01270 505781

10 MARCH

- **Lincolnshire**, J & J Fairs, 01522 880383
- **Walsall Wood**, Transtar Promotions, 01922 643385
- **Newton Abbot**, Ray Heard, 01823 480097

12 MARCH

- **Hook**, Steve Clements Fairs, 01380 725322 / 07732 330305

17 MARCH

- **Rainton**, Jim Corr Toy, Train & Sci-Fi Fair, 07504 035955
- **Orpington**, SRP Toy Fairs, 07739 998012 / 07498 912091
- **Wickham**, Steve Clements Fairs, 01380 725322 / 07732 330305

19 MARCH

- **Wooton Bassett**, Steve Clements Fairs, 01380 725322 / 07732 330305

24 MARCH

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

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

- **Plymouth**, Plymouth Diecast Club, 01752 846250

26 MARCH

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

29 MARCH

- **Midhurst**, SRP Toy Fairs, 07739 998012 / 07498 912091
- **Deeside**, Tony Oakes, 01270 652773 / 07825 631323

13 APRIL

- **Pudsey**, Barry Rennison, 0113 236 3695

AUCTIONS

4 MARCH

- **Online**, UK Toy & Model Auctions, candtauctions.co.uk

6 MARCH

- **C&T Auctions**, Kenardington, 01233 510050

20 MARCH

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

23 MARCH

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

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TOY TALES

Ed Karswell ponders the wonderful world of model collecting.

Getting nostalgic for the old days

The other day a fellow collector was bemoaning the disappearance of the vintage toy shop, which I have to admit I hadn't thought about for some time. How things change, I thought. When I first started collecting there weren't many old toy shops in our area. In fact, the only shops old toys seemed to turn up in were antique shops. The retail experience here was usually dispiriting to say the least as many antique dealers regarded Dinky toys, however parlous their condition, as a potential pension pot worth serious money. At the time swapmeets in our locale were few and far between, so the pickings were, as they say, slim. Car boot fairs had yet to be invented and to join the scrum of a church jumble sale was to take one's life in one's hands.

Thank God then for the specialist old toy shop, that beacon in a sea of frozen food and white goods. It was actually my father who discovered ours, tucked away on the unloved edge of town. He came back one rainy afternoon with a Corgi Bedford Dormobile and announced, "I've found a shop that sells old Dinky toys!" The irony of it was not lost on us. Both being collectors we made our way down there later that week. My first impression of the shop was that of being overwhelmed at seeing so much, 'old stuff' in one place! Also for some reason I can also remember the models of which there were multiple examples for sale. For instance, several Matchbox Austin A55's, numerous Corgi Decca Radar vans and quite a few Dinky Talbot Lago racing cars. How random, I wonder how they managed to survive en masse? That there were only about three pre-war Dinky toys in the place was typical of those pre-internet days when they were hard to find anywhere. Naturally I found myself drawn to the shop more and more with much of

my disposable income going into their till. It was also here I made long-time friends, who shared with me a great deal of valuable knowledge and advice. Even though at the time the UK was going through a recession, the warm glow of nostalgia the shop seemed to exude was a welcome respite.

This shop wasn't the only show in town though, there was also the aptly named 'Collectors centre' situated in, well, the town centre. It was ostensibly a traditional coin and stamp establishment that had branched out into these new oddball pursuits such as post cards and toy cars. It held a large tray of diecasts which were all inexplicably kept in individually sealed

real treat, as by this time I had also branched out into collecting small advertising tins. The jewel in the old toy crown had to be Grays Antiques Market near Bond Street, which housed several well-known dealers all selling an abundance of wares. There were many toys on sale that I had only hitherto read about in books. There was a good in store café too that was used as a hiatus in the shopping process: deliberation was thirsty work! Needless to say, as usual my salary barely kept up with my outgoing toy expenditure. Oh happy days.

Sadly, either the shops or the dealers are no longer around and many things now seem very much of their time. It's not all

The business model may have certainly changed, with a mixture of store, toy fair and online sales making up the revenue streams. I still believe however, that the stock, experience and advice that a professional dealer can impart is possibly of more value than posts off the internet.

plastic bags. When said tray was requested it had to be hoisted onto the counter top for your perusal. It wasn't the largest of shops so your decision on whether to purchase or not had to be swift to avoid holding up trade. This state of affairs often led to either panic buying or procrastination, all of which the proprietor bore with quiet resignation.

Much later in life my work took me to London where I was truly spoilt for choice when it came to vintage toys. The antiques markets of Camden Passage, Portebello Road and Covent Garden beckoned. The great antiques fair at Alexandra Palace was also a

doom and gloom on this front though, far from it. A quick look on the internet reveals that there are still many real establishments in the business of selling vintage toys. The business model may have certainly changed, with a mixture of store, toy fair and online sales making up the revenue streams. I still believe, however that the stock, experience and advice that a professional dealer can impart is possibly of more value than posts off the internet. So, whether online or in the flesh, you're bound to find something that takes your fancy... and long may they continue! ■

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Toyota Yaris WRC, K.Rovanperä, J.Halttunen, Rally Ypres, 2021
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Corgi Models



Price Guide

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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 detailsMPR

- 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 detailsMPR

- 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 detailsMPR

- 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

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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



Left: Karrier "Bantam" Two Tonner (455);
The first Corgi: Ford Consul (200)
Above: "Battle of scales"; Massey
Ferguson Combine (1111)



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



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 Velox, 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.

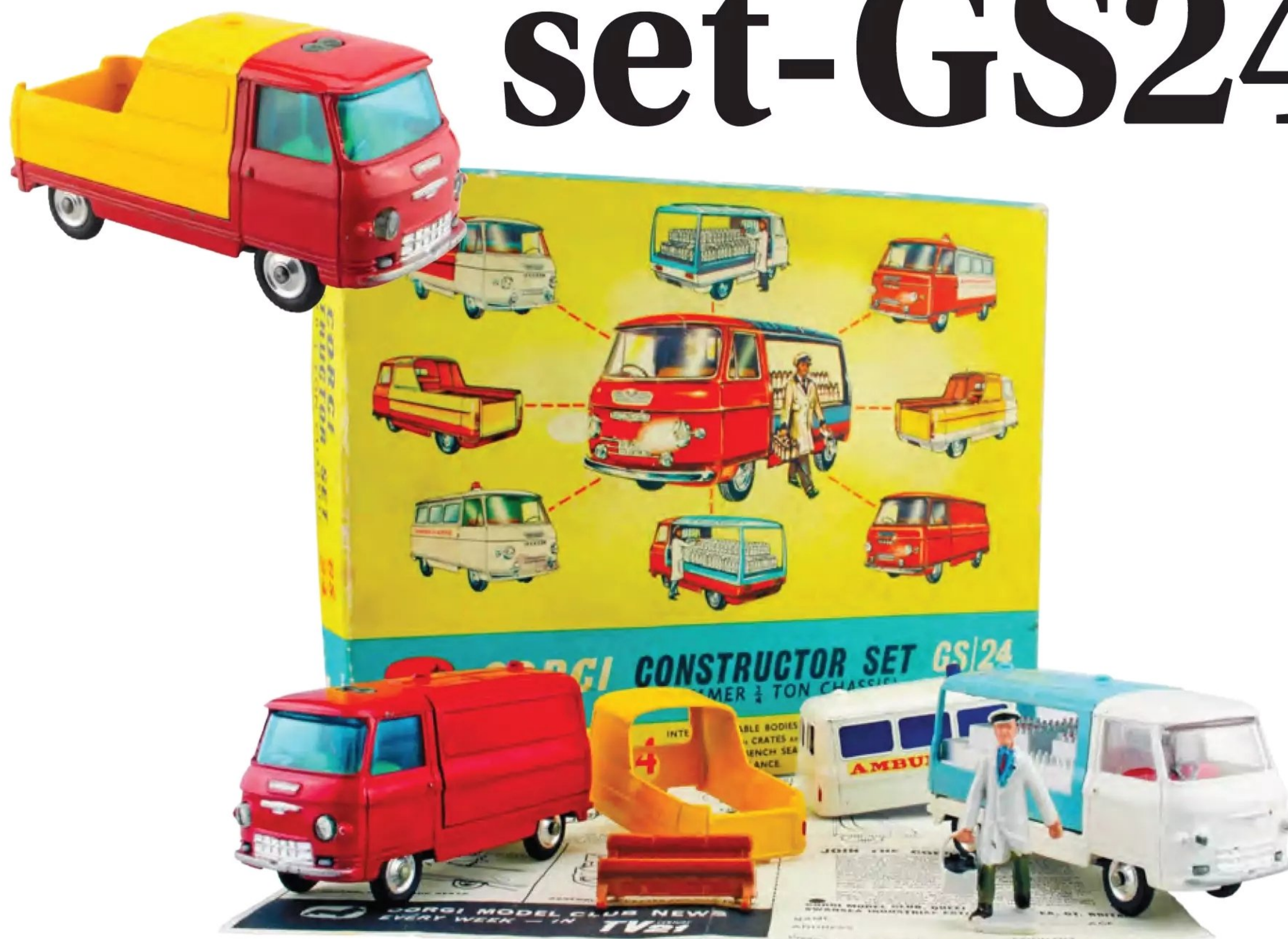
A problem however was scale. Looking at Dinky Toys they found that no standard scale was used at all and they consequently created the Corgi bible of scales that kept the scale of each new model within a certain predetermined size. And indeed, with due respect for Dinky Toys, if one compares similar 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 come no doubt from the earlier tinplates with a clockwork mechanism but regretfully 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.

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James Bond Moon Buggy

Released: June 1972 Withdrawn: 1973 Sales: 189,000

For a model with extremely low sales compared to some of Gorgi's big names at the time, the 1:43 scale James Bond Moon Buggy is a very well-remembered release and one that commands a high price in the collectors' market. Due to the superb quality, the model has survived in very good condition as the model was well 'sold' in its day. The playset includes a battery in the model, available for reproduction parts, can be found in the book.

Corgi Model Price Guide: The Spotlight

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