



DIECAST

COLLECTOR

Collectors Club

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The UK's only diecast magazine!

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Pole position!

Over 40 of the latest new scale models line up on the starting grid - Oxford Diecast, Corgi, Bburago and Britains

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THE LATEST
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NEWS



MANUFACTURERS

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Railway models from the 1-75 series



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Recounting the British Trans-Americas Expedition from the 1970s

» **HOT WHEELS WONDER WOMAN JET**

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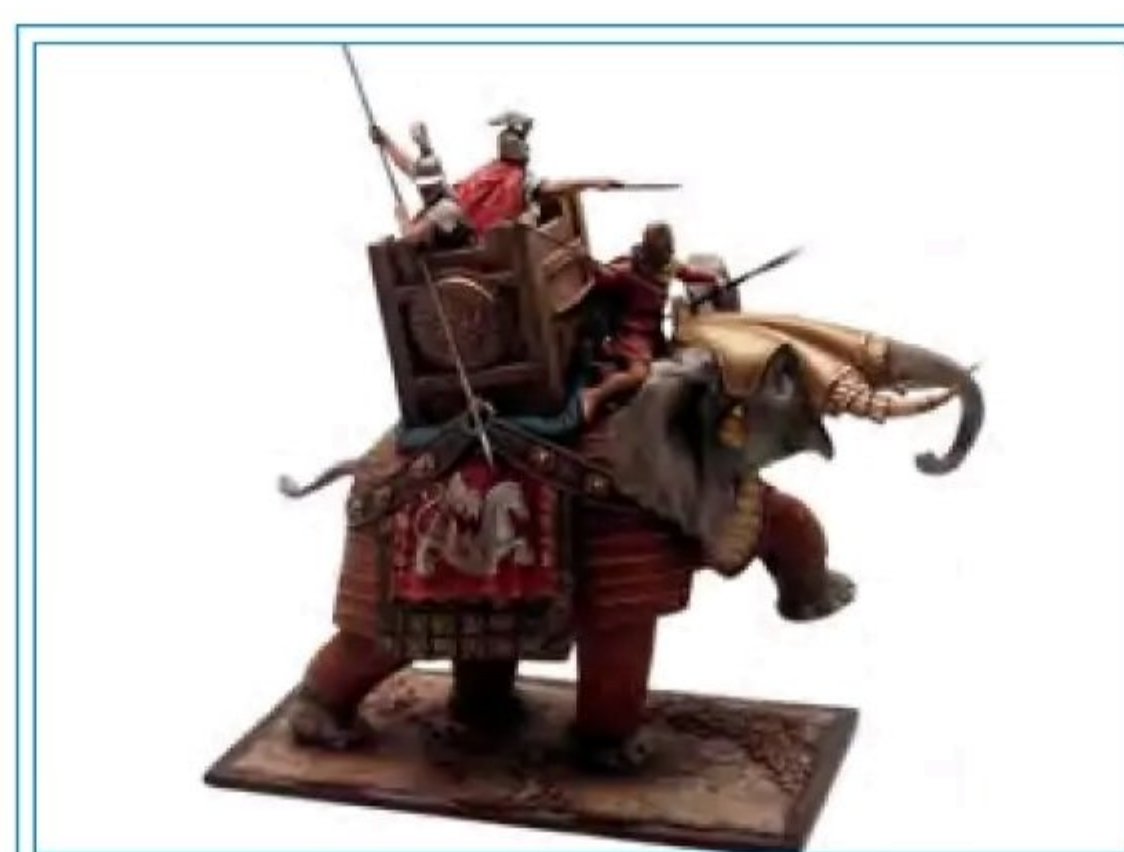
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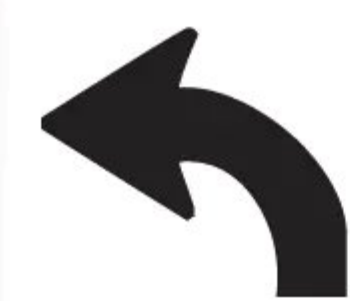
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CONTENTS

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REGULARS

06 News and events

What's happening in the world of diecast collecting.

55 Toy Tales

Ed Karswell ponders the wonderful world of model collecting.

56 The Corgi Years

Rick Wilson continues his series of year-by-year articles from the beginning of the Corgi brand in 1956.

59 Top Vintage Model

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

60 A-Z of Diecast

In which Alwyn Brice continues his series, leafing through the alphabet of diecasts.

63 Collecting by Numbers

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

74 Dear Editor

Your diecast-related questions shared.

76 Toy Fair Times

News of upcoming events that you might want to put in your diary.

30



NEW MODELS

10 What's New

Six pages of new model reviews.

FEATURES

20 Matchbox Trains

Mike Pigott looks back at the railway models from the Matchbox 1-75 series.

24 Audi Sport Quattro S1 - part 1

Francisco Mota goes back to the 1980s to find out how the Audi rally team tried to solve the issue of power.

30 The Darién Gap Range Rovers

Steve Coles recounts the British Trans-Americas Expedition from the 1970s, and miniature replicas now produced.

36 Feathers in our cap - part 1

Nigel Robertshaw looks at models of the commercial vehicles and buses produced by Guy Motors of Wolverhampton.

42 Don't be a dummy

Mike Pigott looks at a novelty range from Matchbox which was based on a television road safety campaign.

44 Wonder Woman Jet

Paul Brent Adams looks at a replica of a jet seen in the 2020 film *Wonder Woman 1984*.

46 The GT from Slough

David Wright explores the background to a rare but curvy British sports car, and the models of it.

48 Little and Large

In which Steve Coles compares models of the same car... but in differing scales!

50 Corgi Accessories

Corgi didn't just make vehicles, as Gijs Noordam reviews the numerous characters and accessories.

78 A Female Perspective

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



DIECAST COLLECTOR

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36



AUCTIONS

64 Auction news

Highlights around the auction rooms
and online this month.

65 Online results

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

66 Price Guide

Value your collection with auction
results from around the country.

24



42



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NEWS

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CAVALLINO INTRODUCES NEW 1/50 SCALE TRUCKS

CAVALLINO, a well-known toy brand with a history dating back to 1959, has recently expanded its range with a new line of 1/50 diecast model trucks. Launched in 2023, this new addition to their product lineup offers enthusiasts of high-quality model trucks an affordable option with the trusted Cavallino quality.

Originating as a leading toy brand in Italy and later becoming a respected name throughout Europe, the brand is renowned for its craftsmanship and dedication to quality. With the launch of these new 1/50 scale model trucks, Cavallino stays true to these core values.

Developed in collaboration with partners from the logistics industry, the new model trucks feature detailed and realistic designs. Whether it's collectors seeking unique pieces or businesses in search of corporate gifts, these trucks offer an appealing option.

The success of this new initiative can be attributed to the dedicated team of employees at Cavallino, who have leveraged their expertise and passion to bring these models to life. The model trucks are now available for order through Cavallino's online shop, making them accessible to customers worldwide.

Additionally, Cavallino recently opened its own retail store in Woudenberg, Netherlands, at the end of last year. The store welcomes visitors every Saturday from 10:00 to 13:00, providing a unique shopping experience for enthusiasts to explore and purchase their favorite model trucks firsthand.



With this new line of model trucks, Cavallino takes a step forward in its evolution as a leading toy brand, combining tradition and innovation to deliver high-quality products to its loyal customer base. With this new line of model trucks and the expanded shopping experience offered at their Woudenberg location, Cavallino continues to innovate and deliver exceptional products to its loyal customer base.

More details can be found at www.cavallino-store.com. ■

POLLOCK NAMES SCANIA AS "STRONGEST SCOT"

SEARCH Impex have announced the release of "Strongest Scot" – a 1/50 scale Scania S450 High (6x2) tractor unit, complete with 3 axle, curtain trailer, customised in the "Delivering Winners" livery of well-known Scottish brand Pollock (Scotrans).

The models have been produced exclusively for Search Impex by WSI Models as a certificated Limited Edition (170 pieces).

Pollock (Scotrans) which is part of Gregory Group, offer a comprehensive range of transport and warehousing services across the

UK. Headquartered in Bathgate, Central Scotland, Pollock's modern operation stands in impressive contrast to the Company's early days. But whilst technology and process has changed the face of today's transport industry, the immaculate Pollock livery retains the same famous turquoise, gold & red colour scheme that many collectors will be familiar with. Each truck also continues to be individually named and proudly displays the distinctive tartan banding.

Established in 1935 by William George Dunn Pollock, (or George as he preferred to be known), Pollock predominantly provided a local haulage in Corstorphine (to the west of Edinburgh). The business grew steadily until 1949, at which point road transport was nationalised. This resulted in the fleet becoming part of British Road Services and George Pollock was appointed Group Manager for East Lothian and the Borders.

Now part of Gregory Group, Pollock (Scotrans) has joined a company that shares the same guiding principles. As a family-owned business, Gregory Group has a similar history of a business built on its strong reputations and relationships. Today Gregory Group has a fleet of over 1,300 vehicles, 3,000 employees and a 100 year heritage.

Models, available from Search Impex, are priced at £166 (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. ■



CORONATION BUS RELEASED BY MBC

MODEL Buses Creations (MBC) has just announced its latest release, the Kings Coronation Commemorative New Bus for London, from GoAhead London and MBC.

The New Bus for London was designed by Heatherwick Studio and was manufactured by Wright Bus in Northern Ireland. The bus was inspired by the original AEC Routemaster which was launched in London in the 1950's.

The "New Routemaster" first hit London's streets in February 2012. LT511 (LTZ 1511) was first registered in August 2015 to Go Ahead London, as part of the batch of buses for the Route 88, operating from Stockwell Garage.

Introduced on the Route 88 from September 2015 between Clapham Common to Camden Town via Stockwell, Vauxhall, Westminster, Piccadilly Circus, Oxford Circus, Great Portland St and Mornington Crescent. In March 2019, the vehicle allocation was then swapped with the Route 87, which is where the vehicle continues to operate today from Aldwych to Wandsworth, still passing the landmarks of Westminster. In Early May 2023, the bus chosen as one of five buses across London to receive a special livery to help celebrate the Kings Coronation happening in June 2023. LT511 carried the red version of the special livery for around two months before in July 2023, it was returned back to Transport for London red.

The new Routemaster is a Registered Design of Transport for London. Produced under licence by Corgi and each model is hand finished to ensure the intricate details and parts are individually applied. The MBC Production Team have introduced a new level of detail including the corrected driver dashboard in black and the new



wheel hub detail that reflects the real bus.

The model is available with two destinations on Route 87 (Aldwych and Wandsworth), and each model comes in unique MBC packaging with numbered limited-edition certificates (only 500 of each destination is set to be produced).

Models are available to pre-order now from www.modelbus.uk. ■



NEW AT GFCC MODELS

THE UK distributor of GFCC Models has told us of a new range introduced by the New York based company, and due to delivery very soon.

Following on from the standard range of 1/43 scale hand-assembled, metal diecast, the new range is a 'deluxe' version with presentation of the models now plinth-mounted within a Perspex case and cardboard window box.

The new models are: 1954 Cadillac Coupe, 1955 Cadillac Coupe, and the 1949 Pontiac Bonneville coupe.

More information can be had from British Heritage Models: T 01244 320761, bhm-uk@talktalk.net or via the website www.britishheritagemodels.co.uk. ■

CHANGES FOR CMC

AS we went to print, we received exciting news from the Corgi Model Club – it is now officially part of the Hornby family! This is fantastic news for both Club members and also the Corgi Model Club team.

Nothing changes under Hornby ownership with the Club stays exactly as it is, run by the same dedicated team who originally launched the Club.

Olly Raeburn, Chief Executive of Hornby, said: "Bringing the Corgi Model Club into Hornby makes complete sense and represents a great opportunity for the further development of the Corgi brand. These are exciting

times both for Hornby and the Corgi Model Club".

The Corgi Model Club's unwavering enthusiasm for Corgi Toys has seen the team's Managing Director, Guy Stainthorpe, appointed as Brand Managing Director of Corgi. Guy said, "Galvanising our long-term partnership with Hornby in this way is a hugely positive development for the Corgi Model Club and provides us with a fantastic opportunity to further develop the Club alongside the Corgi brand. We're really looking forward to working alongside Olly and the team in Margate".

Exciting times lie ahead. ■

NEWS

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RETROMOBILE 2024

Charles Barnett made the trip...

THIS event, the traditional opening one for the European season, attracted a record 130,000 visitors over its 5 days, 31 January – 4 February, and as before took over three massive adjoining halls of the Porte de Versailles Exhibition Centre in the south-west part of Paris.

As always, the displays of full-size classic cars were astonishing, both in terms of quality and quantity, and we model car enthusiasts were again well catered-for as well, with thousands of models new and old with which to be tempted.

Several volume-producer manufacturers had stands, with Ixo showcasing their expanding Collections range of larger-scale models sold in parts for subscribers to assemble over a period of time. One that caught my eye was a spectacular Bugatti Type 57 in 1/8 scale

that comprised over 500 parts, but the range encompasses other scales and genres, other volume-producers included Spark Looksmart and Schuco, on a shared stand.

Many artisan ranges were also in evidence as in past years, notably, ABC- Brianza from northern Italy who had a very full stand as always, with all their new releases as well as those from many other brands, and the likes of Tron, Jade and Arena also had their own stands to show their ranges.

The widest selection of older diecast was to be found on the stand of the Parisian model shop “Galerie du Jouet Ancien”, who had literally thousands of models at an across-the-board price of 3 for 20 Euros, and hundreds more unboxed older diecast at very good prices, to complement their huge and mouth watering



Selection of Ferrari models.

selection of top-class collectors' models – with prices to match!

Also on offer at the show, as you'd expect, were thousands of “partwork” models, well-made by the likes of Ixo, Norev, Eligor and the like, including from many ranges that we don't get to see here at all, and these were usually to be had for prices between 5 and 15 euros each, a broadly similar

price level to those we see here.

Once again, a wonderful event, and if you are able to make it across to Paris for a winter weekend break, I can recommend next year's show which is scheduled to take place 5-9 February.

More details can be found from the official website www.retromobile.com. ■

NEXT MONTH

JUNE 2024
Issue 320



Post-war British clockwork diecast

For a relatively short period after World War Two, several British toymakers combined diecast construction with clockwork mechanisms. We find out more about the toys and models made.

PLUS...

- Mini Clubman & 1275GT
- 1/64 scale Range Rovers
- 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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GAZELLE ARMÉE DE TERRE
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AV7224012 - 1/72 WESTLAND
GAZELLE XZ936 RAE 1990



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

72TM Aviation



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

MGT00551-L - 1/64 ORACLE RED BULL RACING RB18 #11
SERGIO PEREZ 2022 MONACO GRAND PRIX WINNER



► 551 Prototype Sample, Approval Pending

**MINI
GT**

MGTS0007 - 1/64 ORACLE RED BULL RB18 MAX VERSTAPPEN
#1 2022 ABU DHABI GP F1 PIT CREW SET LTD EDT 5000PCS
(INCLUDES CAR)

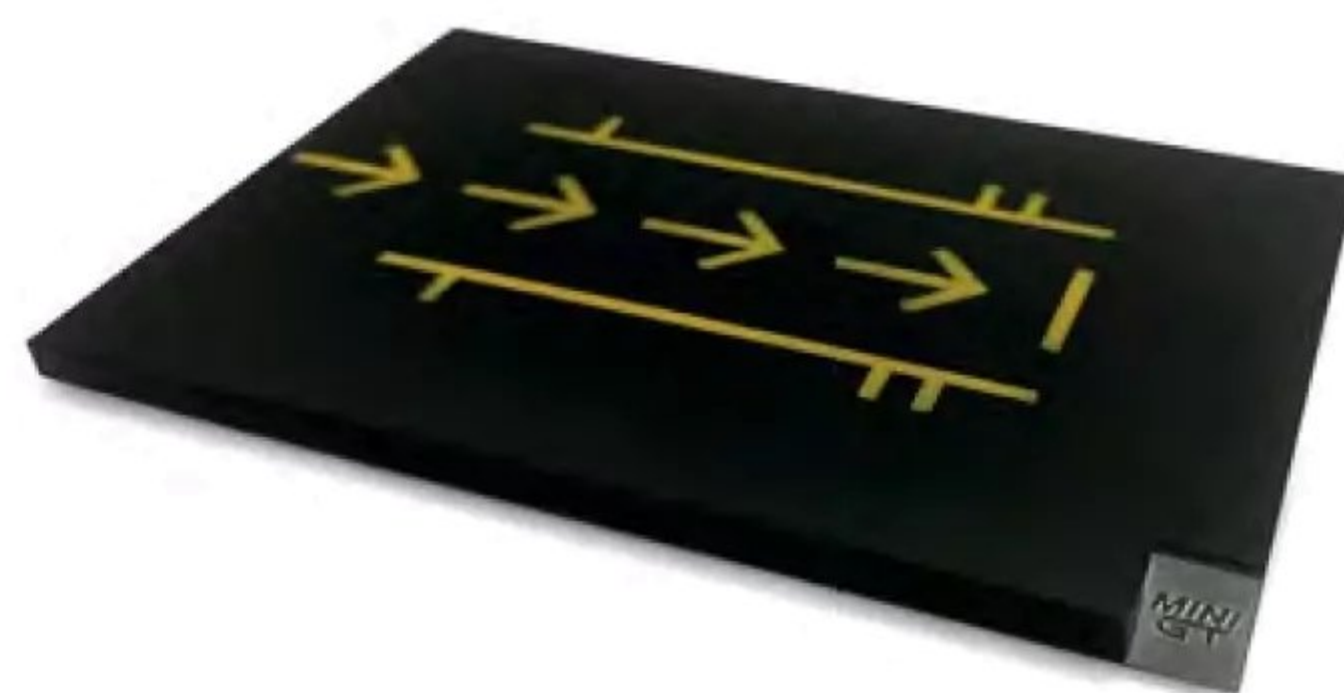


► MGTS0007

**MINI
GT**
Prototype sample, approval Pending

MINI GT

MGTAC29 - 1/64 PITSTOP BASE



► AC29

**MINI
GT**

MGTS0008 - 1/64 ORACLE RED BULL RB18 SERGIO PEREZ
#11 2022 ABU DHABI GP F1 PIT CREW SET LTD EDT 5000PCS
(INCLUDES CAR)



► MGTS0008

**MINI
GT**
Prototype sample, approval Pending



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What's new...

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

YOUR OWN BASE ON THE MOON WITH GERRY ANDERSON'S EAGLE TRANSPORTERS

Collectors of a certain age will surely remember the TV show *Space: 1999*. First airing in September 1975, and originally intended to be a second series of Gerry Anderson's fabulous UFO series, the concept was adapted and rewritten as a completely new programme. *Space: 1999* ran for two series, between 1975 and 1977, comprising a total of 47 episodes, and is set on Moonbase Alpha. Charged with the disposal of Earth's nuclear waste on areas of the moon, one of the waste dumps becomes unstable and, on September 13th 1999, a massive explosion blasts the moon out of Earth's orbit and sets the moonbase crew on a journey, filled with encounters of alien spacecraft and passing close to numerous planets, in a search for a new home.

The Eagles serve as the primary transport of Moonbase Alpha and are often used to explore alien planets, defend Moonbase Alpha from attack and to transport supplies and other items to and from the moon. Designed by Brian Johnson, who had worked with Gerry Anderson on *Thunderbirds* and had produced the spacecraft for the 1968 film, *2001: A Space Odyssey*, the Eagle spacecraft has influenced many science fiction spaceship designs since.

Released as the first two of a planned series of six models, by Anderson Entertainment, which is headed by Gerry's son, Jamie, these new Eagles (one in plain Transporter colours and one as the red-striped Rescue Eagle) complement the now defunct Eaglemoss range, being identical in size. Perhaps there is a link here? Even if there is, the new creations are slightly different, with the rear engine clusters both in 'first year' guise (it's easy to spot the difference as, for the second year, the engines had a prominent pipe that ran around the ancillaries ahead of the exhaust bells), and the much-criticised greyish appearance of the Eaglemoss models has been greatly improved here, being much closer to the correct off white on Anderson Entertainment's models.

The detail is good, but some might expect a little more for their money. For example, the sprung feet of the 'real' aircraft were beautifully reproduced on the slightly larger Product Enterprise and Sixteen 12 Eagles of recent years – even Dinky Toys got that feature in back in 1975! Also, the models are described as a mixture of diecast and ABS plastic but, judging by the weight of the models, there isn't too much metal in these.

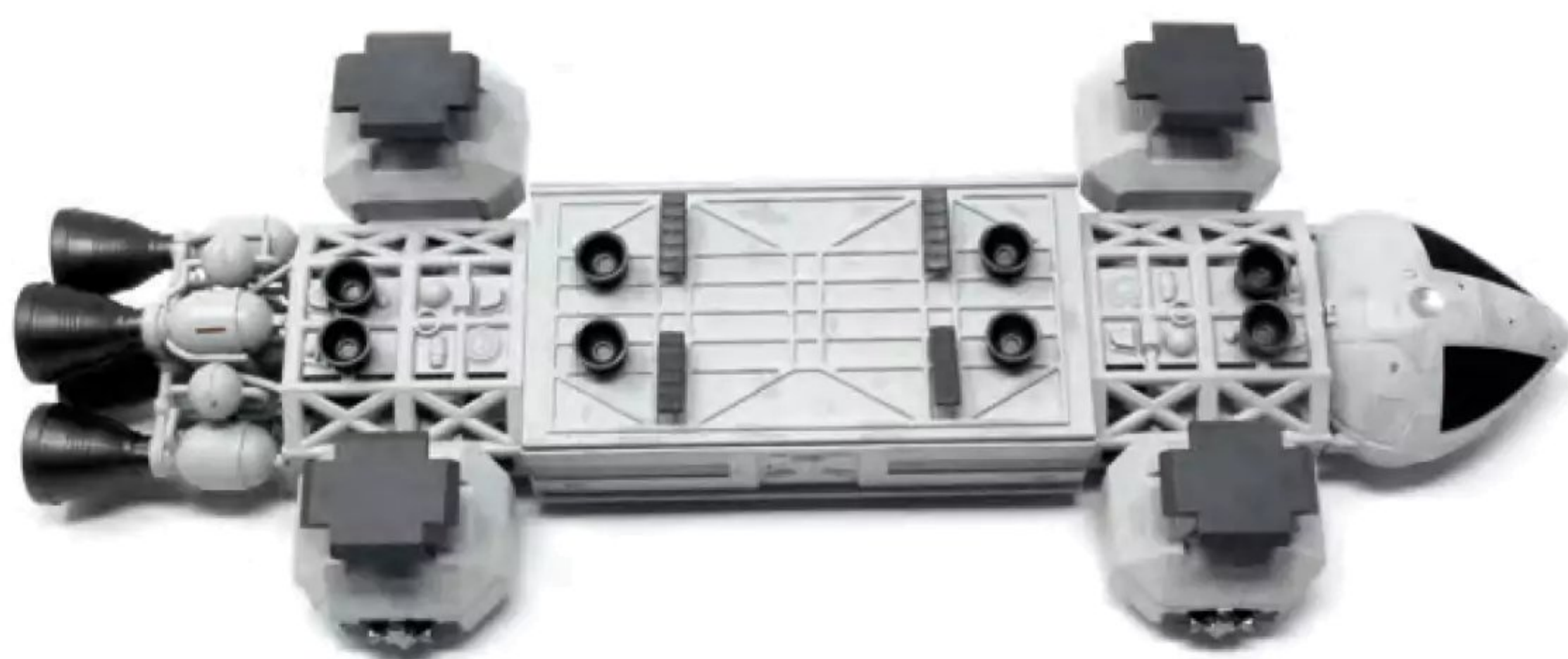
ANDERSON ENTERTAINMENT
Space: 1999 Eagle Transporter

SCALE: 1/106
PRICE: £124.99 each or £199.99 as a pair

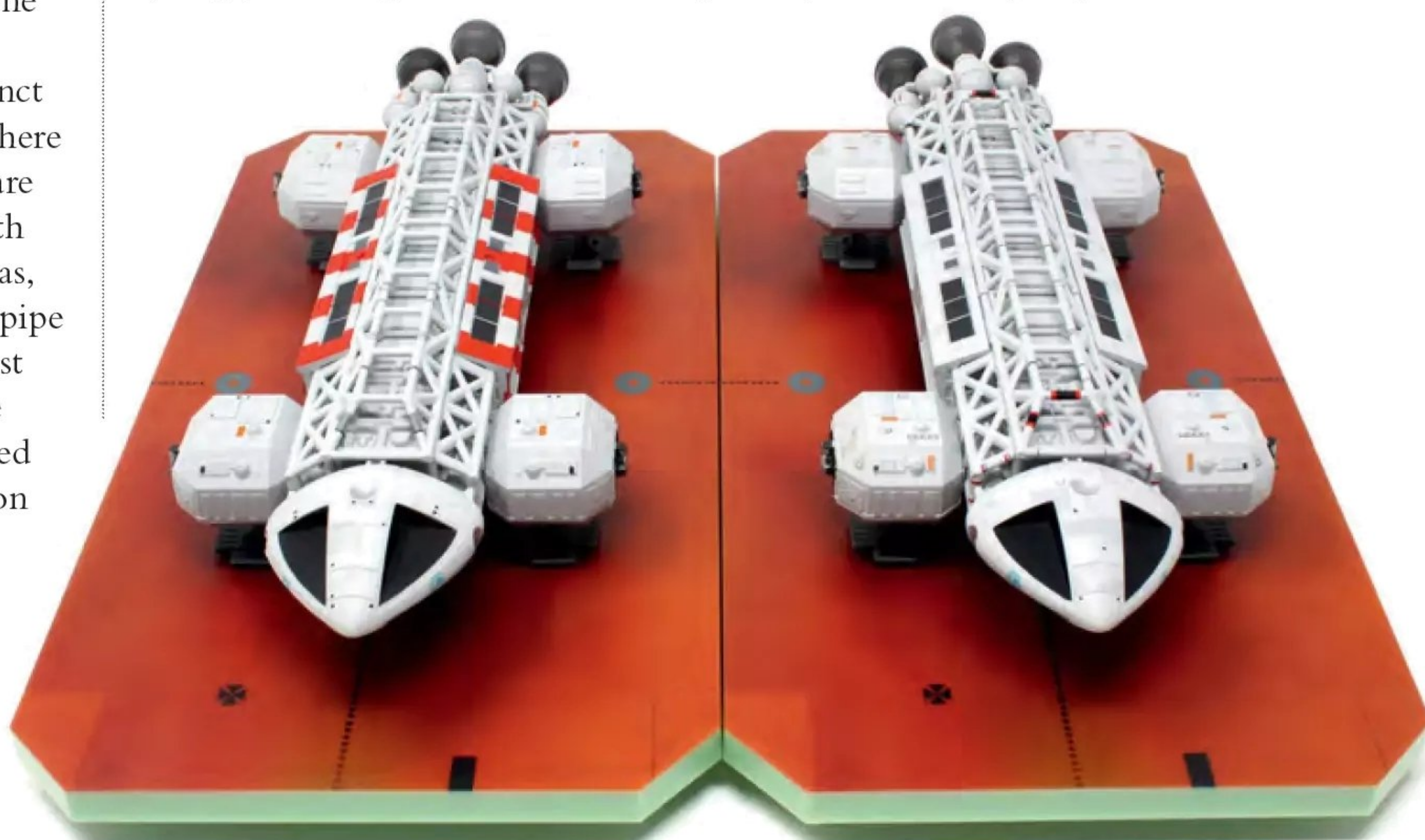
<http://shop.gerryanderson.com>

Having said that, the models do look great, especially with the 'launch pad' plinth that comes with each model.

If you're a fan of the show, these might be considered a 'must-have' and the full range of six, when released, will make for a most impressive collection. Priced at £124.99 each, including free shipping, you can get both models for a whopping 20% off if bought together. There have only been 1,500 of each type made, so grab your Commlock and Stun Gun and make your way quickly to the launch pad travel tube to get hold of these amazing spacecrafts. ■



ABOVE The underside detailing is good, but it's just a shame that the landing feet aren't sprung (something that could reasonably be expected at this price).



ABOVE Side by side, the iconic Eagles look stunning, especially on their included plinths. Imagine how all six will look when they have all been released!



HAND
BUILT

MATRIX MODELS
1062-65 Alfa Romeo 2600 Spyder - White
SCALE: 1/43 PRICE: £115 REF: MX 40102-151

www.matrixscalemodels.com

Fine model of this Alfa, which is not often modelled, and with great detail, down to the tiny motifs on the front edges of the bonnet. Maroon interior.



HAND
BUILT

MATRIX MODELS
1964 Alfa Romeo GTC Cabriolet - Light Blue
SCALE: 1/43 PRICE: £115 REF: MX 40102-031

www.matrixscalemodels.com

Neat model of this attractive rarely-seen Alfa Convertible. In light blue with red seats, and also available in silver with red interior or metallic olive green with black.



HAND
BUILT

MATRIX MODELS
1980 Lagonda Series 2 Saloon - Cream
SCALE: 1/43 PRICE: £115 REF: MX 40108-092

www.matrixscalemodels.com

Great model of the later version of this controversially-styled Lagonda, with the tinted glass panel over the rear seats and with the later wheels. Limited run of 100.



HAND
BUILT

MATRIX MODELS
1953 Daimler DE 36, "Green Goddess" Hooper Cabriolet - Green
SCALE: 1/43 PRICE: £115 REF: MX 10402-023

www.matrixscalemodels.com

This model has been done before, in other colours, and this new version is in more prototypical green, with off-white interior. Well-detailed, in a run of only 120.



EXTRA
360°
VIEW

CORGI MODEL CLUB
VW Breakdown Truck
SCALE: 1/47 PRICE: £39.99
REF: 490

www.corgimodelclub.com

Highly detailed, it could well be a flashback to your youth. The tail-gate has a winch and hook which is operated by turning a rubber tyre included.



SIGNAL 1 MODEL CARS
Victoria Police – 2017 Holden VF Series II Commodore Evoke Utility
SCALE: 1/43 PRICE: AU\$131.81 REF: S1-P007

www.signal1modelcars.com

An opportunity to add an iconic name and ER vehicle from the Australian motoring archives. Cast in resin, the accuracy of detail is top notch. Delightful.



PEERLESS
GT Coupe Silver Race Version 1958
SCALE: 1/43 PRICE: £107.99
REF: ESV EU43007B

www.ayrey.co.uk

A stunning replica of the original car. We cover the story and history of this wonderful marque in more detail on pages 46 and 47 of this issue.



CULT MODELS
MG Metro Turbo
SCALE: 1/18 PRICE: £216.99
REF: CML170-2

www.cultmodels.com

This is one Metro even Alan Partridge would be proud to own. The interior is sumptuously finished, and the form and stance of the car is precisely replicated.



BRITAINS
JCB C220XLC Tracked Excavator – Black Edition
 SCALE: 1/32 PRICE: £39.99 REF: 43377

This plastic and metal model features rubber tracks and working boom, dipper arm and bucket. Production for this black edition is limited to 2,500 models.

www.britainsfarmtoys.co.uk



BRITAINS
John Deere 4240 Tractor
 SCALE: 1/32 PRICE: £24.99 REF: 43376

Largely metal, North American spec'd tractor with steerable front weight and Britains' standard two-point linkage. Cab doors do not open.

www.britainsfarmtoys.co.uk



UNIVERSAL HOBBIES
Deutz-Fahr 6150.4 RVSHIFT Tractor
 SCALE: 1/32 PRICE: £73.25 REF: M09D135

Newly tooled tractor with working linkages, steerable front wheels and folding mirrors. The cab interior has good levels of detailing.

www.deutz-fahr.com



UNIVERSAL HOBBIES
New Holland T4.120F Tractor
 SCALE: 1/32 PRICE: around £ 72.00 REF: 51110714

Well-built tractor provided with a working Supersteer axle and working front and rear linkages. It also has good levels of detailing.

www.newhollandstyle.com

TIME TO GET HARVESTING WITH NEW BALER

Produced by USK Scalemodels this well-built model of McHale's popular V6750 baler, available only from McHale and its dealer network, has many working features and good levels of detailing.

On the drawbar there is a folding stand, fixed yellow PTO shaft and four flexible hydraulic pipes. The pickup runs on two-height wheels when working and lifts off the ground when transported. It's provided with a floating rotating crop roller and freely rotating tines on the pickup. There's an access ladder and guard rails around the front platform where two white rolls of net are detailed.

Both side panels are hinged and once lifted reveal the drive detailing. Under the left-hand side panel there is also the white chain oiling tank and the silver central greasing block detailed. Behind both panels there are the twin heavy-duty silver pressure springs, detailed on the rear door. The door has painted tail lights fitted and lifts on two rams. When fully raised it reveals the full width single flexible rubber belt provided inside the chamber. For discharging the bale from the chamber there is a spring-loaded ejecting bar.

The baler is supplied complete with one yellow mid-size bale. ■

USK SCALEMODELS
McHale V6750 Variable Chamber Round Baler

PRICE: around £60
 SCALE: 1/32
 REF: 31021

www.McHale.net

RIGHT The McHale V6750 and its intricate detailing.



AMAZING DIECAST BARGAINS FROM KEITH'S CARS OF DERBY

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'TENART' FRANCE 1968 17.99



IXO 1976 FORD ESCORT MK2 RS1800 29.99



IXO 2012 FREIGHTLINER CORONADO TR172 38.99



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CRAIG BREEN 47.99



IXO 1992 FORD ESCORT RS COSWORTH CUSTOM
29.99



IXO VAUXHALL CHEVETTE 2300 HSR RAC RALLY
1980 JIMMY MCRAE 47.99



ESVAL 1938 HUMBER SUPER SNIPE 2 WINDOW
SALOON 94.99



ESVAL 1938 HUMBER SUPER SNIPE 3 WINDOW
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1995 AUDI AVANT RS2 ESTATE



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2000 BMW M5 (E39)



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TAKE TO THE TRACK WITH MINI GT'S WINNING PAIR OF SIX-WHEELED TYRRELLS

When Ken Tyrrell unveiled his team's new car for the 1976 season, both press and public were astonished – nothing had been seen like it before in Formula 1 Grand Prix racing. Designed by the team's Chief Designer, Derek Gardner, the car had four smaller front wheels rather than the conventionally-sized pair. The idea was to lower the head-on height of the front tyres, reducing drag and improving aerodynamics, without losing grip. The drivers for 1976, Jody Scheckter and Patrick Depailler, complained that they could not see the front wheels from the cockpit, so a small window was later cut on each side.

The car raced for two seasons and impressed early on, taking a single win in its maiden season as well as eight 2nd places, but ended when Good Year stopped developing the small tyres towards the end of 1977. For its second year of competition, Ronnie Peterson replaced Jody Scheckter, but even his talents couldn't make up for the advances that other teams had made in comparison, with just one 2nd place (Depailler) and three 3rd places that year (Peterson x1 and Depailler x2).

As always with MINI GT, there is an absolute wealth of detail for such a small scale. All the sponsor decals and stripes are there, and this time the cars get driver figures too. The cars are replicated as they raced, finishing 1st and 2nd at the 1976 Swedish Grand Prix, held on the Anderstorp circuit. There are a couple of small errors though – one on each car. The Goodyear graphics on the rear wing endplates of Scheckter's #3 car were placed lower down, on the version used during the race, and the front wing endplates on Depailler's #4 car were painted plain blue to match the body (but correctly without "elf" logos). These are minor moans, though, as these models are beautifully finished all over and both represent fantastic value. ■

MINI GT
Tyrrell P34 1976
Swedish Grand
Prix winner (#3)
and 2nd place (#4)

SCALE: 1/64
PRICE: £16.99 each
REF: MGT00583 (#3)
& MGT00584 (#4)

www.clevelandsdiecast.co.uk



ABOVE The iconic Tyrrell P34 was the only six-wheeled car ever to race in F1 and it makes for a really interesting model.



ABOVE The exposed Cosworth DFV engines carry a really good level of detail for this scale and the hand-cut notches on the tyres are a great addition.



ABOVE It is really hard to take in that these absolute beauties are 1/64 scale. The addition of the driver figures, over the previous two releases of this casting, was a brilliant decision by the team at MINI GT.



CONRAD
Mercedes-Benz LAK 1624
Tipper Truck - 'Gilch' decal
SCALE: 1/50 PRICE: €89.00 REF: 1057/01

www.conrad-modelle.de

This 2-axle round bonnet tipper truck features an opening bonnet revealing the modelled engine block, a steering front axle and a tipping rear body.



WEISS BROTHERS
Komatsu WE1850 Wheel Loader
SCALE: 1/50 PRICE: \$549.95
REF: WBR034

www.weissbrothers.us

Another hit, this Komatsu WE1850 is 100% new tooling, based on the original Letourneau L-1850 mining loader. The detail level is impressive throughout.



CONRAD
MAN F7/F8 Three-sided Tipper Truck
SCALE: 1/50 PRICE: €109.90
REF: 1061/0

www.conrad-modelle.de

It has taken several years in development, but the historic truck is finally here. The three-axle chassis incorporates a steering front axle and a fully functional rear tipper.



HEAVY HAUL REPLICAS
1991 Mack Superliner Tractor
SCALE: 1/50 PRICE: \$259.00
REF: HHR138A-1

www.heavyhaulreplicas.com

'DeBerardinis Heavy Haul' is a well-known transportation company based in Florida. It has a limited production of 400 pieces and a plethora of features.



FIRST GEAR
Komatsu D155CX-8 with K170
Pipelayer
SCALE: 1/50 PRICE: \$119.95 REF: 50-3494

www.firstgearinc.com

Due for release in May 2024 is the latest addition to the Komatsu fleet, a D155CX-8 pipelayer which has operational winches for the boom and hook block operation.



HEAVY HAUL REPLICAS
1986 Mack Superliner Tandem-axle
Tractor - G. Greene Construction
SCALE: 150 PRICE: \$249.00 REF: HHR138H-1

www.heavyhaulreplicas.com

A true custom release of a Mack Superliner, the accuracy and attention to the smallest of details really stands out. A limited-edition release of 150 pieces.



TEKNO
Volvo FH05 low-roof Tractor with
3-axle Tipper Trailer - Ronny Ceusters
SCALE: 1/50 PRICE: €189.00 REF: 83727

www.tekno.nl

A Volvo FH05 6x2 tractor with low-roof paired with a 3-axle tipping trailer. Tekno has once again authentically captured the looks of the original.



HEAVY HAUL REPLICAS
1989 Mack RW713 Superliner
Tractor - Fiore Asphalt
SCALE: 1/50 PRICE: \$249.00 REF: EHHR138K-1

www.heavyhaulreplicas.com

This cracking Mack Superliner tractor is packed with detail and functionality. Opening the engine hood reveals the fully modelled interior. Limited to 75 pieces.

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WSI MODELS
Liebherr LTM1090-4.2 Mobile Crane - Jaromin (Germany)
SCALE: 1/50 PRICE: €229.00 REF: 51-2143

www.wsi-models.com

The model is fully functional with telescopically extending boom, working outriggers and winch, not forgetting the ballast mechanism.



WSI MODELS
Scania R Highline CR20H with Broshuis 4-axle Semi Low Loader
SCALE: 1/50 PRICE: €179.00 REF: 01-4207

www.wsi-models.com

Broshuis 4-axle semi low loader trailer and Scania R Highline 6x2 tractor with tag-axle combination, finished in Van Den Heuvel Specialtransporten BV design.



WSI MODELS
Scania 4-series Torpedo Topline with 3-axle Tipper Trailer
SCALE: 1/50 PRICE: €178.00 REF: 01-4120

www.wsi-models.com

This limited-edition release is authentically replicated in the VSB Group B.V. company design. The trailer features a tipping body with pivoting tailgate.



WSI MODELS
Volvo FH5 Globetrotter 8x4 with Falkom Recovery Body
SCALE: 1/50 PRICE: €162.00 REF: 01-4211

www.wsi-models.com

Recovery trucks come in all shapes and sizes, like this Volvo FH 5 Globetrotter 8x4 with Falkom recovery body in the decoration of Wüst GmbH & Co KG.



CORGI VANGUARDS
Ford Escort Mk1 Twin Cam, Ermine White (Ford Press Car)
SCALE: 1/43 PRICE: £35.99 REF: VA09532

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

Car is presented as it was when photographed for the Escort's launch publicity images. Wearing a GT40-inspired low-level-stripe and Rostyle wheels.



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

www.oxforddiecast.co.uk

An authentic replica and registered JGY 280. It is reputed Her Majesty had more than one, each successively carrying the same registration plate. Delightful.



CORGI VANGUARDS
Ford Transit Custom 310 Sport SWB - Orange Glow
SCALE: 1/43 PRICE: £37.99 REF: VA15101

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

Used by Ford's UK Press Office for the van's launch in April 2018. With appealing bumper skirts, flared wheelarches, 17-inch alloy wheels and a bright colour.



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

www.oxforddiecast.co.uk

Registered MH55 XLT from 2005, the trailer is finished in chrome with silver wheels and side bars. The gantry, ladders and side pipes are also silver.

NEW MODELS



BBURAGO
Alpine F1 Team A523 #10 Pierre Gasly, with case and figure
SCALE: 1/43 PRICE: £19.99 REF: 38073G

www.oneforfun.com

The first Alpine in our line-up replicates Pierre Gasly's 2023 season car superbly. The detail and finish are superb, as is the tiny helmet design, just visible.



BBURAGO
Mercedes F1 W14 #63 George Russell, with case and figure
SCALE: 1/43 PRICE: £19.99 REF: 38081R

www.oneforfun.com

George Russell, rather than Lewis Hamilton, makes an appearance here in the Mercedes 2023 marque - maybe a sign of things to come in the future!



BBURAGO
Ferrari F1 #55 Carlos Sainz 2023 Season Car, with helmet and Case
SCALE: 1/43 PRICE: £19.99 REF: S6835S

www.oneforfun.com

He might have finished the season further down the field than he would have liked, but this is a great replica of this prancing horse, the red finish really pops.



BBURAGO
Alfa Romeo F1 Team Stake C43 #24 Zhou Guanyu, with case and figure
SCALE: 1/43 PRICE: £19.99 REF: 38086G

www.oneforfun.com

Perhaps not an obvious choice, but a fine model none the less. Like the others in this field the detailing is spot-on and the price point is appealing to most people.



BBURAGO
Red Bull Racing F1 RB19 #11 Sergio Perez, with case and figure
SCALE: 1/43 PRICE: £19.99 REF: 38083P

www.oneforfun.com

The only Red Bull in our line-up this month, and it features the number two team driver. The matt paint finish adds something to the overall model appeal.



BBURAGO
Alpine F1 Team A523 #31 Esteban Ocon, with case and figure
SCALE: 1/43 PRICE: £19.99 REF: 38073O

www.oneforfun.com

The second Alpine to feature, this car belongs to the Frenchman Ocon. More fine detailing and sponsorship reproduction. A nice addition to your pit lane diorama.



BBURAGO
Alfa Romeo F1 Team Stake C43 #77 Valtteri Bottas, - with case and figure
SCALE: 1/43 PRICE: £19.99 REF: 38086B

www.oneforfun.com

A reproduction of the Finnish drivers car, and a great one at that too. Sponsorship logos are detailed well, as is the driver helmet - no mullet seen here!



BBURAGO
Ferrari F1 #16 Charles Leclerc 2023 Season Car, with helmet and case
SCALE: 1/43 PRICE: £19.99 REF: 36835L

www.oneforfun.com

With a top 5 finish in the 2023 season, Charles Leclerc should be proud of the race car, and its miniature replica. Another great Ferrari from Bburago.

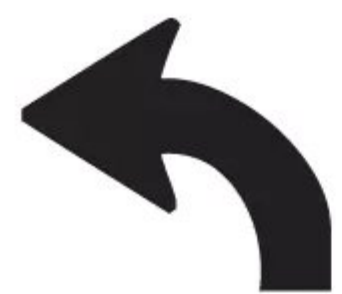
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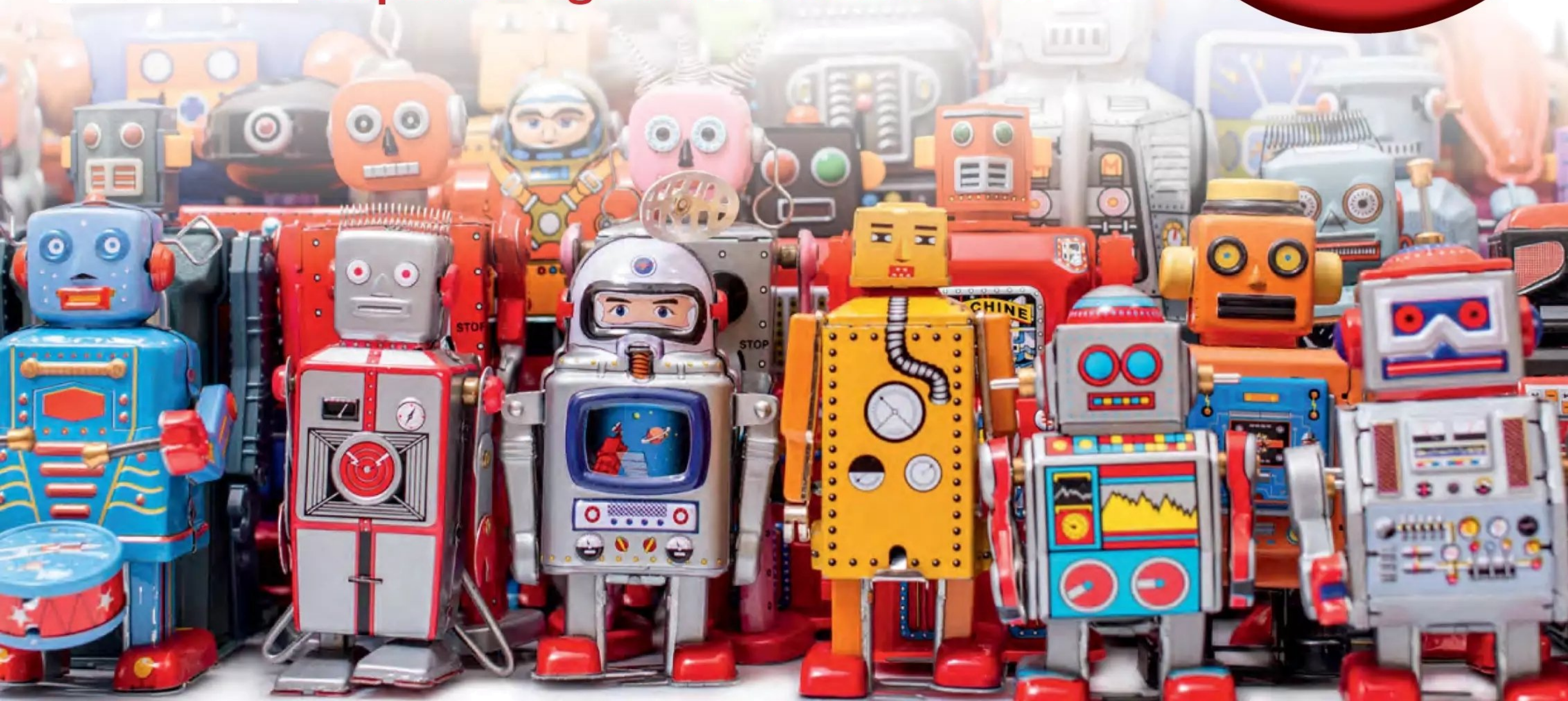
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Matchbox Trains

Mike Pigott looks back at the railway models from the Matchbox 1-75 series.

In 1979, Matchbox added four new railway models to the popular 1-75 series. While these were not the first model trains that Matchbox had made – two of the earliest Models of Yesteryears were old-timer locomotives, one British and one American – there had never been any in the miniature range. There were four railway models released in 1979 – two locomotives and two wagons – followed by another loco the following year, and two additional carriages that were part of the Two-Pack range.

The origins of these train models dates back to 1977, when Matchbox released a series of three 'Playsets', consisting of a large printed playmat complete with some Matchbox models and several plastic accessories. There was a 'Beach Head Assault' that came with three military vehicles, landing craft and bombed-out buildings; and a 'Sea Kings Harbour' that came with a Sea King ship and various harbour fittings. But the one that concerns us here is the 'Container Port' set, which had two container trucks, two forklifts, plus a number of related accessories in plastic; a container barge, gantry cranes, and a plastic diesel locomotive plus three flat wagons with container loads.

The locomotive in the set was a small, four wheeled diesel shunter; generic, but typical of British industrial locos. The flat cars were very basic wagons with black plastic decks and wheels, and carried single-coloured plastic containers that had slots in the bottom to allow them to be loaded and unloaded with the Matchbox forklift trucks. In 1979, the diesel shunter and flat car with container were re-tooled with metal parts and incorporated into the 1-75 series. Why they were added is uncertain; perhaps the Container Port playset sold well, or maybe someone at Lesney just decided they were good enough models to warrant inclusion in the regular series. What is more likely, however, is that the Superfast era of hot rods, dragsters and concept cars was coming to an end, and more realistic vehicles with lots of play value were required to fill the places of

discontinued Superfast cars. Joining the diesel and flat car were two new models, a small steam locomotive and an old-time passenger coach. In 1980 they were joined by another loco, the GWR Pannier Tank, plus two carriages that were exclusive to the Two-Packs series; a side-tipping wagon and a caboose. This brought the railway models series to seven...three engines and four wagons, and all were fitted with a new type of narrow, spoked railway wheel in black plastic.

In addition, there were other models that could interact with the railway items, creating a small series of 'intermodal' models. The Mercedes Container Truck and Ford Transit (introduced in 1978) had cargo that could be unloaded using the Fork Lift Truck or the Sambron Jacklift. There were also articulated trucks in the 'Convoy' range that carried a pair of compatible containers.

• 24 – DIESEL SHUNTER

Diesel Shunter was an four-wheel shunting loco that was most likely generic and not based on any real prototype. It was quite a heavy model, with an all-metal body and diecast base that included the wheel boxes and buffers. There was a red plastic sub-base, and a tan plastic bulkhead/control panel unit at the front of the

ABOVE Five versions of the Steam Locomotive.



ABOVE Flat Car & Container.

Diesel Shunter and Side Tipping Wagon set.





ABOVE Passenger Coach.



ABOVE Pannier Locomotive.



ABOVE Side Tipping Wagon.



ABOVE Cabooser.



ABOVE Diesel Shunter.

BELOW The 1991 Two-Pack release of Steam Locomotive and Passenger Coach in green.

cabin. While the shunter from the playset had been in deep yellow plastic with a black base, the diecast version was in metallic green with a red base, and had a red paper 'Rail Freight' label on each side. As this was a fairly unrealistic colour scheme for a loco, the colour was soon changed to yellow with a fleet number label, to give it a more international look. Towards the end of the model's life, Matchbox cut costs by deleting the control panel and changing the base component to plastic, while the fleet number was tampo-printed. In American catalogues and blister packs it was listed as 'Yard Switcher', which was the local name for a shunter.

• 25 – FLAT CAR & CONTAINER

Also carried over from the Container Port set was Flat Car & Container, which may rate as the least exciting model ever produced by Matchbox. The set version was all in black plastic with a one-piece plastic coloured container. The later version had only one diecast part, the deck, while the base, buffers and couplings were all in black plastic. The container was not a new component, it was the same one that was included with Mercedes Container Truck. It was now in tan with red roof and doors, and labels for the shipping company NYK on each side. Occasionally the cream coloured Sea-Land container from the Mercedes Truck was substituted. In 1991, the flat car was revived for the Motorcity Freight Yard, where it was loaded with a white non-opening container.

• 43 – STEAM LOCOMOTIVE

The most popular of the railway models was Steam Locomotive, a small 0-4-0 tank engine. Again it was



a generic design, and one that could pass as British, Continental or American... a point that probably contributed to its popularity. As with the Flat Car, there was not a lot of metal in its construction; only the red area – consisting of the side tanks, coal bunker and cabin – was in diecast. The rest, including the boiler, funnel, dome, footplates and fake coal in the bunker, was all black plastic. There was also a sub-base that incorporated the front buffers and coupling. On each side tank was a paper label with the number '4345'.

In 1981 Steam Locomotive was included in the Two Packs range, where it was teamed with an exclusive model, Cabooser. It appeared in a new colour scheme of mid-green with a strange sticker on each side which had the letters 'NP' in ornate script. This set was only available for a few years, and is not easy to find. In 1991 the loco was reintroduced to the Two Packs line, again in green but with a British Railways logo printed on each side. It was now paired with Passenger Coach instead of Cabooser. It must have sold well, as the loco was reintroduced into the 1-75 range the following year in the same BR livery.

• 44 – PASSENGER COACH

The companion model for Steam Locomotive was Passenger Coach, a short four wheeled carriage. It was again a generic model, but its open ends and curved, overhanging roof gave it the appearance of an old-time Continental coach. There was not a lot of metal in its construction; only the red lower half, which incorporated the interior seats, was diecast. The base, including the wheel boxes and railings, was black plastic; there was also a sub base in black plastic. The upper half of the carriage and the curved, ribbed roof were in beige plastic, and had rather unlikely blue-tinted windows. Matchbox economised on later versions by omitting the glazing.

The bottom half of Passenger Coach was used to make the exclusive Two Pack model, Cabooser, which used a different top half with fewer windows and a roof cupola. Passenger Coach did not feature in the Two Pack range until 1991, when it was revived alongside Steam Locomotive in a green colour with a British Railways roundel on the side.

• 47 – PANNIER TANK LOCOMOTIVE

This was the fifth and final railway model in the 1-75 series. Unlike the previously released Diesel Shunter and Steam Locomotive, it was based on a real engine, the Great Western Railway's famous 5700 class pannier tank. These locos were so called because their water was stored in long tanks along the side of the boiler, which resembled the panniers on a horse. This design allowed for easier maintenance than standard tank locos.

The model had a diecast boiler, tanks and cab, which were painted in a slightly too-bright shade of green. The footplate, buffers and wheel arches were in black plastic, and there was a separate metal sub-base. A 'GWR' label was stuck on each pannier tank. It was not a particularly popular model and only remained in the range for three years. GWR pannier locos were quite a familiar sight in Britain; hundreds of them were built and many survived on heritage railways and in museums. But to kids in other countries, it was an unusual-looking engine. In Germany it was called



LEFT 900 Series Packaging.



ABOVE GWR locomotive on the West Somerset Railway. Photo by Mike Pigott



ABOVE Locomotive similar to Hutchinson on the Isle of Man Railway. Photo by Mike Pigott

'Rangier Lokomotive' (Shunting Locomotive), although the 5700 class was mainly used for branch line freight and passenger services. Unfortunately, Matchbox missed out on an opportunity to release the model in an alternative livery. London Underground used pannier locos on works trains, which were painted maroon with London Transport logos along the side tanks.

TWO PACKS RANGE

As mentioned previously, railway models were included in the Two Packs line (also known as the 900 range). Both sets included wagons that were only available in the Two Packs.

• TP-20 – DIESEL SHUNTER & SIDE TIPPER

The first of two railway-themed sets in the range, this included the Diesel Shunter in its regular yellow colour scheme hauling a new wagon. Side Tipper was painted a matching yellow with a black base, while the tipping hopper could be found in red or black plastic. This set was withdrawn for some time, but later reintroduced in 1991 as TP-125.

• TP-27 – STEAM LOCO & CABOOSE

The second railway set was released in 1981, and featured the Steam Locomotive hauling a new model of a Caboose. Unlike the Diesel Shunter, the Steam Loco was featured in a new livery instead of its usual red colour scheme; it was now painted mid-green with very fancy 'NP' labels affixed to the side tanks. The caboose was painted a matching green, with a cream upper half incorporating a raised cupola. This charming set was only available for two years and is hard to find.

• TP-124 – LOCOMOTIVE & CARRIAGE

The Steam Locomotive was revived for the Twin Packs in 1991. Although it was a similar colour to the earlier TP-27 set, there were many differences. For a start, the a matching green Passenger Coach was included Instead of the short-lived Caboose; and secondly, both models were now finished in British Rail liveries. The loco had gold coachlining on the side tanks with an early BR logo in the centre.

EXCLUSIVE MODELS

As noted, two of the railway models were exclusive to

the Twin Packs.

• SIDE-TIPPING WAGON

A partly-new model, this used the black plastic chassis of Flat Car with Container, but with a new diecast deck. The yellow-painted deck had a bracket on each side to hold the tipping bucket. The hopper was normally in red plastic, but could also be found in black. Side Tipper was never sold separately, but was available on-and-off in the Twin Packs for many years, and was also included the Railway Gift Set.

• CABOOSE

The other exclusive railway model was a Caboose, which is the American term for a brake van. This was also based on the lower half of another model, in this case the Passenger Coach. However, the plastic upper half was replaced with a new roof, with smaller windows and a large cupola on top. It was only produced in one colour, which was green with a cream top and a serial number sticker along the sides, and was never fitted with glazing. To be honest, it wasn't a very convincing model of a Caboose, which usually had the railroad name on the sides. Unlike the Side Tipper, the Caboose was not revived in the 1990s, and was not included in any other sets, making it a much harder model to find.

GIFT SET G-2

In 1979, Matchbox produced a Railway Set as part of the gift packs range. This set came in an attractive window box showing a station guard superimposed over a railway scene. The set contained a red Steam Locomotive, two Passenger Coaches, Flat Car & Container, and Side Tipper. Also included was an oval of plastic track, a level crossing, and a cut-out cardboard station.

AGE OF STEAM

Although the Steam Locomotive had been withdrawn from the 1 - 75 series in late 1983, it experienced an 'Indian summer' between 1989 and 1992 when it was used extensively as a promotional model. Matchbox was now owned by Universal Toys of Hong Kong, which was much more open to producing exclusive promotionals than Lesney had been. In fact, the Steam

//

To be honest, it wasn't a very convincing model of a Caboose, which usually had the railroad name on the sides. Unlike the Side Tipper, the Caboose was not revived in the 1990s...

//

Locomotive even had its own sub-series of six limited edition models, branded as 'Age of Steam'.

The Age of Steam models appeared to be produced for heritage railways to sell as souvenirs in their gift shops. Two of the larger tourist railways commissioned models with their own crests printed on the sides and came in exclusive packaging. The other four models were in more realistic liveries and came in Age of Steam themed packaging; these appeared to be aimed at smaller heritage railways that couldn't afford exclusive models in their own liveries. All of the Steam Locomotives had black plastic parts with the diecast cab /tanks/bunker component painted different colours. They were packaged in the current style of headed window box, but with a non-standard design that was differently coloured for each item.

• WEST SOMERSET RAILWAY

The West Somerset Railway is the longest heritage railway in Britain, running for 36 km through the beautiful Somerset countryside between Minehead and Bishops Lydeard. WSR had an exclusive Steam Locomotive produced, which had the cab area in dark olive green, with the railway's crest printed on the side tanks in white, black, red and yellow. This was not really accurate, as most of the railway's steam locomotives are in Great Western liveries, as the WSR runs on a former GWR branch line. It was packaged in its own style of box which was all red with the railway's name printed on the header card.

• NORTH YORKSHIRE MOORS RAILWAY

Another major heritage line is the North Yorkshire Moors Railway, which runs for 29 km over the former LNER line between Pickering and Whitby. Passing through the spectacular scenery of the Yorkshire moors, the NYMR is the busiest and most popular heritage railway in the UK. As such it was able to order an exclusive livery Steam Locomotive from Matchbox. It was painted red with the NYMR logo of a locomotive wheel printed on the side. There were two variations of the logo, which was in white, with or without a black background. Again the livery was inaccurate, as most of the real engines are in LNER or British Rail liveries. It was packaged in a dark blue box that was a similar design to the others in the range, but with 'North Yorkshire Moors Railway' across the header rather than 'Age of Steam'.

• BRITISH RAILWAYS (GREEN)

The first of two models in a British Railways livery, this featured the early BR logo that is often seen on heritage railways. The loco was painted in an overly-bright shade of green, similar to the version in the Two-Pack. The first type BR symbol, with a lion standing over a wheel, is printed on the tank sides in red, gold, black and white, and there is no coachlining around the tank. It was packaged in a light green Age of Steam box.

• BRITISH RAILWAYS (BLACK)

The second BR loco was finished in black, which was commonly used for freight locomotives. Again it had the early BR logo printed on the sides, surrounded by a gold border – presumably to make the all-black model a bit more eye-catching. It came in a black Age of Steam box.



ABOVE Hutchinson, possibly based on the Isle of Man Railway.



ABOVE British Railways (black).



ABOVE West Somerset Railway.



ABOVE British Railways (green).



ABOVE Steam Locomotive.



ABOVE North Yorkshire Moors Railway.

• GREAT WESTERN RAILWAY

This model was issued in the livery of the Great Western Railway, which was a dull dark olive green. The round GWR symbol was printed on the sides in gold, surrounded by a gold border. The box was the Age of Steam design in brown. It's surprising that Matchbox didn't revive the Pannier Locomotive, which was a genuine GWR engine, rather than use the generic Steam Locomotive.

• HUTCHINSON

This locomotive was painted light blue with a nameplate of 'Hutchinson' printed on the sides, plus black and white coachlining. The box is also light blue with the Age of Steam logo. Although not mentioned on the packaging, this appears to be based on a locomotive named Hutchinson on the Isle of Man Railway, which during the 1990s was painted light blue (it has since been repainted red). The real Hutchinson is a 2-4-0 loco of a completely different design to the Matchbox Steam Locomotive.

OTHER VERSIONS

The popularity of the Age of Steam models led Matchbox to restore Steam Locomotive to the 1-75 series in 1992, where it occupied the #63 spot for two years. In this guise it was similar to the green British Rail model, but with the addition of a gold border around the tank sides. It was also included in the Two-Packs range with a green Passenger Coach.

There were also two additional promotionals, both in green with white logos printed on the sides. One was an exclusive for Ireland, with the logo for the national railway company CIE. The other was an on-pack offer for Kellogg's Corn Flakes, which featured the company's rooster mascot.

HEAVY RAILER

In 1995, all the trains were withdrawn from the Matchbox range. However, after a gap of more than 20 years, Matchbox (now owned by Mattel) introduced a new railway model in 2016. Called 'Heavy Railer', it was (very) loosely based on the big General Electric hood-type freight locomotives that are widely used in the USA today. Like much of the current Matchbox line, it is a completely generic item that is more of a caricature of locomotive, being about one-quarter the length of a real GE locomotive.

Heavy Railer featured three main components. The cab, nose and roof section was diecast. The base, wheels and lower sides were one plastic component, while the hood sides, windows, lights and roof air intake were a second plastic piece. The wheels and bogies were fake, and the model actually ran along on two concealed rollers. It had a 'claw' type coupling fitted to the rear, although there were no wagons or carriages for it to haul.

The first release in 2016 had a red diecast cab, yellow base, plus grey sides and windows, and printed decals for 'MBX Railroad'. It was reissued in 2017 in a new colour scheme of blue cab, silver-grey base, and the sides and windows in bright yellow. Heavy Railer does not appear to have been a particularly popular model and it was withdrawn after two years. ■



Against the tide

The Audi Quattro caused a revolution in world rallying in the early eighties. However, the original formula ran out of power in just a few seasons.

Francisco Mota goes back to the 1980s to find out how the Audi rally team tried to solve the issue. Photos: João Carlos Oliveira

Nobody really believed a four-wheel drive rally car could be competitive, in the late 1970s. Extra weight and complexity seem to be unsurpassable issues for the majority of the teams and engineers that gravitated around the World Rally Championship at the time. A good front-engine, rear-wheel drive car was still the layout of choice for most teams. It is true that Lancia, with the mid-engine Stratos HF had shown a different path into the future. Lancia's concept had better weight distribution and more agility in narrow roads, especially on tarmac. The problem with the Stratos HF was that it did not resemble any road car the brand had to offer at the time, so the marketing people found it difficult to establish a direct link between the winning rally car and the showroom cars they needed to sell. The

famous adage "win on Sunday, sell on Monday" didn't work with the Stratos HF and ended up being the reason why Fiat group sent the car to an early retirement.

When Audi decided to enter the WRC in the early 1980s, the plan was to use a four-wheel drive transmission system, plus an in-line five cylinder turbocharged engine, positioned at the front, just like in all the other Audi road cars. Styling of the new quattro was a direct derivative from other models in the range, so the connection between rallying and showroom was straightforward. The longitudinal engine, positioned ahead of the front axle was good for packaging and made for an "elegant" four-wheel drive system, resulting in a true symmetrical layout. This technical connection between rally cars and road cars was something Audi would never give up



FROM LEFT TO RIGHT
The 1986 Breakdown National Rally winner, 1985 second placed Swedish rally and 1986 third in Olympus rally, all models by Troféu.

until they retired from the sport in 1988. There was a problem, however, as this could be the worst possible engine positioning in terms of weight distribution, generating too much understeer.

AUDI VERSUS THE OTHERS

Not every team was ready to be so faithful to their road car's layout as Audi. Lancia started the 1980s with a new project called the 037, a two seater mid-engined sports car loosely inspired by their road car Beta Monte Carlo coupe. By the same time, Peugeot announced they would enter the WRC with a very special version of their successful 205 hatchback. Not only the French rally car had four-wheel drive, it also featured a transversely mounted mid-engine, placed where the road car had the rear seats. This was a complete departure from the traditional rally philosophy of running cars based on standard road versions. The Peugeot 206 T16 group B rally car only retained part of the front structure from the street version, and that was more for styling and marketing reasons than anything else. All the rest was bespoke. Audi had done well with the original Quattro, also known as "Ur-Quattro", that started as internal project number EA 262 in 1977. From the first 1981 group 4 version until the latest 1984 group B, A2 evolution, the long wheelbase quattro was able to win two driver's titles, with Hannu Mikkola (1983) and Stig Blomqvist (1984) and a pair of Manufacturers championships, in 1982 and 1984.

Peugeot had planned to launch their new car in

middle 1984 and Audi was aware of the challenge it represented. So, they got to work and find a way to transform the quattro into something competitive enough to battle with Peugeot from 1985. The idea that came to Audi's engineers minds was to make the quattro shorter, as its drivers frequently pointed out the dimensions of the original was a problem, mainly in narrow roads.

SPORT QUATTRO S1

The result was named the Sport Quattro. The car looked much like the original one when it was launched in street version at the 1983 Frankfurt Motorshow. However, the new car had a 30 cm shorter wheelbase, redesigned front end with more cooling ducts, raised bonnet to make room for a bigger intercooler and an upright windshield, to improve driver visibility. The engine was further improved with a new cylinder head, increased compression ratio, cast inlet and exhaust manifolds, resulting in a more powerful unit, with more than 400 bhp, and a new central differential. This was the street version, for the rally version, S1 it was allowed lighter Kevlar body panels, widened wheel arches and bumper suppression. There was now a choice between five or six-speed gearboxes. Was it enough to beat Peugeot? Answers to that question started to be given in the 1984 Tour de Corse rally, the French leg of the WRC that saw the debut of a pair of new 205 T16s. The French car, driven by finish rally legend Ari Vatanen, led the event until leaving the road, but it was obvious how fast

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The idea that came to Audi's engineers minds was to make the Quattro shorter, as its drivers frequently pointed out the dimensions of the original was a problem, mainly in narrow roads

//

>>> AUDI SPORT QUATTRO S1 – PART 1



it was. In the same event, Audi entered a sole Sport quattro that suffered several mechanical issues and retired after only seven stages with an oil leak. Not a very promising start...

For what was left of the season, Audi entered both cars, the long and short wheelbase versions, in a few events. It was a logistics nightmare; however, it served as real life testing for the new car. The “old” A2 long wheelbase Quattro granted both titles that season. Red alert came from Peugeot that won its first three rallies before the season was over. Development of Audi Sport Quattro S1 continued for the following months, both in private testing and appearances in national rallies, in Germany and the UK. We’ll cover a few of those while reviewing the 1/43 scale models gathered for this Part 1 of Audi Sport Quattro S1 feature.

SCALE MODELS

Minichamps launched several Audi Sport Quattro S1s high quality 1/43 scale models in the first decade of this century. More recently, it was Troféu that built a set of parts for this shortened Audi Quattro. Spark also has some special versions, so there is enough offer to build a collection dedicated to the extreme Audi quattro ever made. In Part 1, we’ll focus on the first version S1, as rallied between 1984 and 1986, leaving the winged Sport Quattro S1 Evolution for Part 2.

We start with a road car replica, painted in red with those iconic multi-spoke white wheels. It is a very detailed model, with all the bonnet air ducts modelled, full bumpers, front and rear, rear black wing and a very nice cabin details. Next to it, we have the technical display that was presented to the public in the Frankfurt motorshow. This is a great piece of modelling, featuring all the major components like engine, transmission,

suspension and steering. Both were launched by Minichamps, as separate models and in a very sought after dealer version gift set, featuring both.

The 3-Städte Rallye in Germany was part of the development program so a car was entered for driver Walter Röhrl. He tested various suspension settings on gravel stages and won the national event without serious opposition. Troféu released this very “clean” looking S1, as the livery only featured the Audi Sport Team colours in an arrow shape. Compared with the road car, we can see there was no rear bumper and the front one was half the height. Five spoke wheels look perfect and there are four white mud flaps and a very fine roof antenna.

WHICH IS BEST?

For the next trio we gathered models from three different model makers, so we can compare how each one saw the Sport Quattro S1. The first has racing number 3, and was made by German brand CMR. It depicts the car entered in the 1985 Monte Carlo rally,



ABOVE The red street version and technical display as debuted at the Frankfurt motorshow.



ABOVE This mechanical display is a great piece of modelling by Minichamps.



ABOVE Audi made a street version of the Sport Quattro, showing all that was beneath it, models by Minichamps.

LEFT Several national rallies in Germany and the UK were used as real life testing to develop the Sport Quattro S1.

BELOW Röhrl won the 1984 3-Städte rally in Germany, while testing the new Sport Quattro S1, model by Troféu.



ABOVE A very simple and effective livery, featuring the Audi Sport colours in an arrow shape.





ABOVE From left, three model makers and their interpretation of what a Sport quattro S1 should look like: CMR, Minichamps and Troféu. Which is best...?



ABOVE Some models come minus the HB cigarette logos, due to anti-tobacco laws.



ABOVE There are several types of mud flaps, in different colours.



ABOVE Rear wing hides the radiator underneath.

RIGHT Minichamps 1985 Acropolis car, left, and a Code 3 made with the same base, for the 1985 Safari version.

driven by Röhrl to second place. The next has race number 1, was made by Minichamps and represents Stig Blomqvist's S1 at 1985 Acropolis Greek rally, that also finishes second. The third is the debut car from 1984 Tour de Corse, released by Troféu. Clearly, the CMR effort in the less accurate of all three as the front grille and headlamps do not catch the original shape quite right. In this respect, Troféu's model looks the better one, but Minichamps diecast is not far off.

For the next two models we have the same 1985 Acropolis Minichamps model next to a code 3 conversion made from the same model, to represent the car entered at the 1985 Safari Rally. Both cars have the same basic livery, even the license plate was the same. Specific Safari rally plates and numbers had to be produced, mirrors have different shapes and there

are extra searchlights near the windscreen. The most difficult part was to recreate the front tubular bull-bar and add six extra spotlights; the easiest bit was to swap the wheel rims for the narrow ones used in Africa. The car retired with gearbox troubles.

In Sweden, Blomqvist and the S1 were luckier and faster, finishing a creditable second place, beaten only by the superior Peugeot 205 T16. Audi had their cars equipped with chrome and gold crossed spoke wheels, usually seen at racetracks. That made the S1 look very different and Troféu did not miss the opportunity to use their set of parts to release another S1 version, complete with HB tobacco logos. This model maker also launched the third placed S1 in the 1985 Portugal rally, driven by Röhrl. The originality of this one is the wide mud flap positioned under the front bumper that closed the underfloor of the car at speed. Something the team would never use again. In this case, HB logos are provided separately for the collector to apply. Note also the different coloured mud flaps.

PIKES PEAK

Audi rally team did not use the Sport Quattro S1 for rally duties only. USA Pikes Peak Hillclimb was an event that grabbed media's attention at the time, so Audi would not miss this one. A car was prepared for this race with a bigger turbocharger, wider tyres and aluminium suspension. All that was not necessary was taken of the car to make it lighter, the fuel tank had 30 liters, instead of 80 liters and the co-driver was left out.



The exact same car in real life was transformed from the Acropolis version, on the left, to the Safari car. The same procedure as scale models with a nice Code 3 Safari version based on the same Minichamps model.



>>> AUDI SPORT QUATTRO S1 – PART 1



ABOVE Two 1985 versions: on the left the Portugal car, with a unique wide mud flap under the bumper. The rally Sweden version has crossed spoke wheel rims, both by Troféu.



ABOVE Not only rallies for the S1. On the left the 1985 Pikes Peak hillclimb winner by Spark and the 1987 Rallycross version, by GroupBmodels.



ABOVE Winner of the National Breakdown rally, on the left and the third placed WRC Olympus rally, both by Troféu.

Female Audi driver Michèle Mouton won the event overall and established a new record. Spark launched a great looking resincast, with all the different things the car had for the event, like crossed spoke wider wheels, different styling sump guard, slightly bigger rear wing and even a driver figure inside the cockpit, which lacks the co-driver seat.

The original S1 was replaced for the S1 Evolution that we will look at in Part 2 of this feature. However, the original narrow S1 version kept been used by privateers and semi-works entries after that. This was the case of Rallycross driver Anders Carlsson. He drove a white and blue S1 at the 1987 Euro Nations Cup, in Croft. Group B Models used a Troféu set of parts as a base to create this unique S1. The model has no mirrors, no headlamps, a different style sump guard and a single racing seat.

For the final pair of models, we have two further cars used in 1986. The white car with race number 1 and sponsored by Shell Oils, won the first round of the Open UK Championship, the National Breakdown Rally, driven by Hannu Mikkola. Another excellent piece by Troféu, this one with all the six headlamps in place and a very subtle livery. The last S1 ever to tackle



a WRC round was entered at the very last WRC rally where Group B cars were allowed, the 1986 Olympus rally in the USA. Local driver John Buffum finished third in a car featuring the original livery of the very first “ur-quattro”. Troféu released this last of the line S1 with their usual set of parts.

An intriguing way to end this Part 1. Do not miss Part 2, where we will look at the winged S1 Evolution version of Audi Sport quattro S1. ■



ABOVE Golden crossed spoke wheels were used for the 1985 rally Sweden.



ABOVE Unique wide mud flap under the front bumper only seen at 1985 rally Portugal.



ABOVE 1987 Rallycross version is a release by GroupBmodels, based on Troféu components.



ABOVE Spark includes a driver figure in the 1985 Pikes Peak winner.



ABOVE Co-driver's door with open window in all Troféu Sport Quattro S1 versions.

LEFT Two groups of six spotlights became synonymous with Audi Quattro rally cars.

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The Darién Gap Range Rovers

Steve Coles recounts the British Trans-Americas Expedition from the 1970s and shares the results of his own exploration to track down the scale models of the pioneering Range Rovers involved.

Last month we looked at the 1955 London to Singapore Overland Expedition and the models that exist of the two Land Rovers that took part. That, as you can imagine, was not the first or last time Land Rover products have been used for adventure or expedition. Land Rover have, over the years, created an image of themselves as makers of the ultimate go-anywhere vehicles. Fast forward to the early 1970s and Land Rover's then new, upmarket, off-roader took part in arguably one of the greatest car-based expeditions of the twentieth century; The British Trans-Americas Expedition of 1971-72 (often referred to as The Darién Gap expedition). Before we look at the models of the vehicles that took part, let us first look at the expedition in a bit more detail.

When Oxford Diecast released their 1/76 model of one of the Darién Gap Range Rovers in 2018, this sparked a memory I had that there were a couple of photos of these vehicles in an old Range Rover book I'd had for years. A quick look in the book revealed just how delightful the Oxford replica was. It also got me curious; just what was the 'Darién Gap'?

The British Trans-Americas Expedition Committee was formed in 1970 to devise a vehicle expedition through the Americas and culminating in the 250-mile stretch of swamp and impenetrable jungle of the

Darién Gap. It was to highlight the complete absence of any road links between north and south, which was a major difficulty to trade in the area. Well-known British explorer Major John Blashford-Snell was asked to organise the expedition, as he had previous experience of similar expeditions. He had also set up the Scientific Exploration Society in 1969, to develop a worldwide program of scientific expeditions for the exploration of remote parts of the planet. As well as selected scientists, the British Trans-Americas Expedition was to be crewed by members of the 17th/21st Lancers and it was planned to run along the entire length of the 18,000-mile Pan-American Highway that crosses through the entirety of North, Central, and South America. Blashford-Snell quickly recruited Lieutenant Gavin Thompson from the 17th/21st Lancers, who had driven a Land-Rover in the 1968 London to Sydney rally, to drive.

It just so happened that in the summer of 1970 Land Rover had launched their new, upmarket, off-road vehicle, the Range Rover and this was deemed to be the ideal vehicle. British Leyland quickly agreed, realising the massive publicity they would receive, particularly if the crossing proved successful. So two left hand drive, Swiss specification, Range Rovers were prepared during 1971, both painted dark blue with a white roof; the regimental colours of the 17th/21st Lancers. It is worth noting, the Range Rover's engines

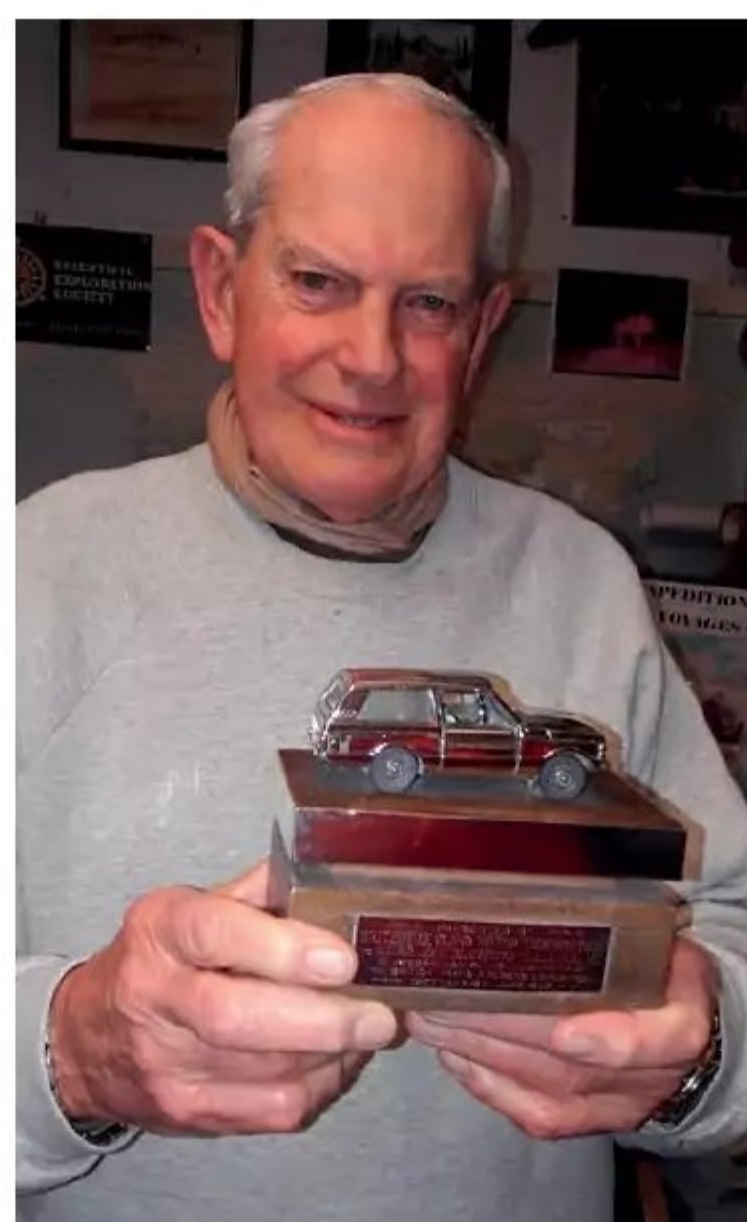


ABOVE The British Trans-Americas Expedition embarked on a perilous journey that ran the length of the 18,000-mile Pan-American Highway, which crosses through the entirety of North, Central, and South America, and which also included crossing of the infamous Darién Gap. Image: Science Exploration Society



ABOVE Both Darién Gap Range Rovers, photographed together for the first time in many years. Image: Nick Dimbleby @nickdimbleby

LEFT The commemorative model presented to Gavin Thompson by the Rover Company on the completion of the expedition. Image: Copyright of British Motor Industry Heritage Trust



ABOVE Expedition organiser and leader Colonel John Blashford-Snell with his specially commissioned commemorative Range Rover, based on the Dinky Toys model. Image: Science Exploration Society

and transmissions were totally standard production items. Externally, the only extra protection that was added were heavy duty towing eyes, special front 'bush' bars made from 2 front bumpers and a petrol tank guard. There were also extra spotlights and a heavy duty winch fitted at the front and a roof rack to carry extra supplies as well as the small Avon inflatable rafts and aluminium bridging ladders that would be required for rivers crossings. Some 'extras' were added to make the cars more suitable for the expedition such as prototype head restraints for the front seats and a rear wash-wipe system; both of these items were still under consideration for regular production at this point. The bench rear seat was replaced by a single reclining seat from a Rover P6, to allow the third member of each crew to rest while 'off-duty'. Two way radios were fitted to allow crews to communicate and there was even a safe fitted into one of the cars for the crew's passports and money. Although the majority of the route was on surfaced roads, so standard Range Rover wheels and tyres would suffice, the jungle section would require huge 'swamp' tyres to be fitted.

The expedition set off on 3rd December 1971 from Anchorage in Alaska. During this first part of the journey the crews averaged around 500 miles each day, despite roads of snow and ice. Apart from an accident that caused a weeks delay, progress was good. They arrived in Panama City on 12th January, the plan being to cross the Darién Gap during the so-called 'dry season'. But the seasonal rains had continued for longer than had been expected, leaving much of the jungle as swamp.

Almost immediately the massive tyres caused problems for the crews. A combination of thick, sticky

mud and the sheer weight of the heavily laden Range Rovers caused differential failures on both cars. A full set of differentials for each car were flown out to the jungle and fitted 'in-situ' along with standard wheels and regular all-terrain tyres. To ease the payload of each car, supplies were stripped back and instead air dropped by the United States Air Force using parachutes. The exact location of the crews only identifiable to the pilots by using fireworks and orange balloons. Even then, progress was slow; some times the teams only covered a mile a day.

Their final obstacle was the Great Atrato Swamp, a 60-mile-wide stretch of heavily weed invested swamp water. In the end, only the use of chainsaws and dynamite to blast through the weeds allowed the Avon rafts to pass through it. After 99 days in the jungle, both crews emerged. After a major overhaul in Bogota the cars were ready for the last blast to their final destination. On the fast desert roads in Chile they were able to hold a speed of nearly 100 mph and covered around 800 miles in a day. The Range Rover's covered 2375 miles in Chile, compared to the time in the Darién Gap jungle where they averaged 2.5 miles a day. The crews arrived in Ushuaia, Cape Horn on 10th June. The mission of The British Trans-Americas Expedition was completed and successful.

Both cars were flown back to Solihull where they were stripped and the chassis of each car studied, to see how they stood up to the challenges of the jungle. Both Range Rovers were rebuilt on new chassis' and still exist. VXC765K, now fully restored, is kept by the Dunsfold Collection, a charity set up to preserve Land-Rover's history while VXC868K is at the British Motor Museum in Gaydon. This Range Rover has not been restored and still bares all the battle scars from the jungle. I was delighted when I visited the British Motor Museum and was able to see VXC868K close-up for myself.

THE MODELS

Armed with the knowledge of what the Darién Gap expedition was, let us move our attention to the models out there of these famous Range Rovers. To try and make life easier, I will explore the models from the smallest to the largest.

When I purchased the Oxford Diecast model upon release back in 2018, it made me realise that I'd not seen



any other models of these Range Rovers before. So the hunt was on. A few minutes on eBay soon turned up a few examples of a wonderfully period 1/24 Bburago Range Rover with 'British Trans-Americas Expedition' written along the sides. Then all went quiet. I expanded both the search criteria and location but they only ever returned the Oxford Diecast and the Bburago examples. Fast forward a few months, and while scrolling through a diecast selling group on Facebook, I noticed a seller with a number of Range Rover models for sale. Just by chance I scrolled through his photo album and stumbled across a boxed 1/36 Corgi model in the distinctive Darién Gap dark blue and white colours. A quick message to the seller and I had quickly secured my third model from this extraordinary expedition.

OXFORD DIECAST

The overall shape of the Oxford Range Rover, even in such a small scale is a really good representation of the early 3-door Range Rover. When compared to the Lincoln Green first release of this casting, you have to really appreciate the efforts the Oxford team have gone to make this model as accurate as possible. The body coloured rear pillars and black and white number plates signify they have modelled the very early Range Rover. The Darién Gap roof rack, complete with spare jerry can, and a pair of the aluminium ladders looks spot on. There are also a pair of spare wheels mounted ahead of the roof rack. The unique front bumper/'bush bar' which the engineers made using two Range Rover bumpers has been faithfully replicated and comes complete with the additional driving lights that were fitted above and below it on 868K.

What really impressed me about this model however is the detail in the livery. To make the expedition possible, Gavin Thompson wrote to many potential sponsor companies both in Britain and America. His efforts were rewarded by a very generous sponsorship package. The names of these companies were proudly worn along the sides of each Range Rover. Oxford have replicated these tiny logos with great success. Not only are some of them very small, but in total six different colours have been used; many of the logos being made up of two colours. When compared with photos of the original cars, you realise just how much time has gone into the research and preparation of the livery and production processes involved.

The interior looks good, representing the beige seats and floor coverings of the early Range Rover. However, as head restraints were not available on the road going models until 1973, the Oxford interior is slightly



inaccurate for the initial Lincoln Green release. Since the Darién Gap Range Rovers had prototype restraints fitted, then for this release they are ideal. Oxford can, of course, be forgiven for not producing a special interior with the single rear seat. Overall, this is a really delightful little model.

MINI GT

Whilst only slightly larger than the Oxford model, Mini GT's 1/64 example of 868K is superb. Released close to the end of 2023, this was one model I was really looking forward to receiving. And I wasn't disappointed! Like the Oxford, the overall shape is excellent (just a small gripe about the incorrect angle of the rear side window separator). Also excellent are the extensive sponsors logos. It comes, of course, with the roof rack, ladder ramps and front 'bush bar' bumpers set up. The tiny wing mirrors and 'A' post mounted additional spot lamps are all made of flexible rubber, ensuring they are less likely to snap off – a nice touch. The interior is, like the Oxford, the correct colour and also sports the front seat head restraints. It also has a regular looking rear bench seat in place of the correct single seat, but incorrectly has added head restraints of a style never fitted to any Range Rover. For me, the two stand-out features of this model are the excellent Rostyle wheels and the added exhaust snorkel attached to the tailpipe and mounted on the edge of the rear pillar. The quality, overall finish and level of detail on this model would be great on a model costing twice what this does. For the price; it is peerless. (Ed: you can read our *What's New* review in the April 2024 issue of *Diecast Collector*).

ALMOST REAL 1/43

The company behind Almost Real had one aim: to make high end models that are so realistic they do appear to be 'almost real'. The level of detail included in this 1/43 casting is sublime. This came as part of a two car set that modelled both Range Rovers. I only have space in my cabinet for one of them; so it's 868K that sits with the Mini GT and Oxford versions. Despite no opening features, the level of detail both inside and out is exceptional. The amount of detail on this 1/43

ABOVE LEFT AND RIGHT VXC 868K is currently on display at the British Motor Museum in Gaydon, complete with the expedition battle scars. Image used with permission from the BMIHT (British Motor Industry Heritage Trust)

BELOW The four versions of VXC868K. From front to back: Oxford Diecast, Mini GT, Almost Real (both 1/43 and 1/18) all showing the roof ladders and modified front bumper arrangement.





ABOVE The two 'odd balls' of the group. Bburago's 1/24 in totally the wrong colour, although wearing the correct lettering and Corgi's incorrect 4 door Range Rover with totally different sponsor's logos.

model would make many 1/18 manufacturers weep! No moulded plastic base here, even the Range Rover's chassis has been faithfully replicated. Fully sprung suspension and posable front wheels certainly add to the appeal this model has. The red straps that hold the alloy ladders to the roof rack are separate items that can be removed; although they are very fiddly to put back! The interior continues this level of realism. The correct steering wheel is accompanied by accurate air vents and heater controls. It also has the correct single rear seat and added built in storage. Of course, there is a price to pay for this incredible detail. These models are not cheap.

CORGI

I have always loved the shape of Corgi's 1/36 Range Rover casting since I was a child; I remember being bought an example of the 'Ruby Anniversary of Land Rover' edition (the one with the dark red outer card



ABOVE The rear of the Bburago showing the 'Range Rover' lettering and the 'by Land Rover' badge, both cast in. Also the curious Italian style number plate, despite the right hand drive interior.



ABOVE The interior of the 1/18 Almost Real is so realistic, this photo could be of the real car. Visible is the dash mounted two-way radio set (in front of the passenger), separate seat belts and the tiny indicator stalk.



ABOVE Almost Real's two 1/43 showing the subtle differences between the modified front bumper. The tiny straps holding the ladders in place are removable but are very fiddly to reattach due to the tiny hooks.

sleeve) and being really delighted with how it looked. Corgi have modelled the early four door Range Rover, introduced in July 1981. This version, numbered as 507, was released around 1984. The casting is good; with opening doors and tailgate, which also comes with 'Range Rover' neatly cast in to it. Clear red plastic is used for the tail-lights as well as, rather curiously, the front indicators/side lights. Although the wheels are the correct size making this model sit about right, they are the larger generic wheels Corgi used on their 'off-road' toys and have a look of the sort of aftermarket off-road wheels people fitted to Jeeps and Land Rovers in the 1970s and 1980s. As something marketed as a toy however, the use of a generic wheel design is to be expected.

The blue and white paint has been nicely applied, with just a little blurring between the colours. What makes this Range Rover really stand out is the livery. The 'British Trans-Americas Expedition; Alaska – Cape Horn' writing is in the correct font and for a model made over 30 years ago, the white printing on dark blue paint looks really good, with very little 'bleed through'. There are seven big, bold sponsors logos using a total of four different colours, with each logo requiring two colours. They have been very carefully placed along both sides and look really effective. The only 'minor' issue I have with them is that they are just not accurate. With the exception of 'Heinz' none of the other companies were involved in any part of the expedition.

That brings us neatly onto my final 'gripe' with this model. The inaccurate but otherwise convincing logos can be forgiven. But this model is from a period when Corgi didn't care about correctness of such 'details' as making sure the correct type of car was used. They have used the five door body shell, as that is what they put their funds into producing, and covered it in a livery from the three door Range Rover that predates the introduction of the real five door by nine years. But, despite this gripe, I love it!

BBURAGO

Bburago came into existence in 1976 as simply a rename of the Martoys company that began two years earlier in Milan, Italy. Martoys had introduced a Range Rover model into their midsize 1/24 range in 1975 that featured opening doors, bonnet and the split tailgate. Rather curiously they modelled it as a right hand drive, but used Italian style number plate stickers.

Let us begin though with the most obvious issue that this model has; it's colour. Despite releasing road versions in several reasonably accurate colours (including blue) as well as police and fire liveries, someone decided that a 'safari' version should be released in what appears to be Bahama Gold. This was then paired with the 'British Trans-Americas Expedition; Alaska to Cape Horn' stickers. The stickers themselves are a very simplistic version of the Darién Gap livery, although the font used is spot-on! The single nod to the many sponsors is the inclusion of a 'Goodyear' logo on each side. The stickers are also split to still allow for the opening doors, maintaining the play value, as this was originally aimed fair and square at the toy market. The roof rack includes two spare wheels, a couple of jerry cans, a tool box and a barrel (missing on my example) so looks ready for adventure.

Overall, the shape of this Range Rover looks good;



1



3



2



4

with nicely cast in name badges on the tailgate and on the front wings. There is even a small 'by Land-Rover' oval cast into the lower part of the tailgate. The headlights are clear discs while the other lights are clear coloured plastic; yellow for the front sidelights/ indicators and an almost luminous orange at the rear. The front bumper/protection bars look good and are actually pretty accurate except for the addition of some mesh in front of the headlights.

The only other 'issue' with this model are the wheels. They are simply too small making the whole car sit too low. However, despite the wrong colour and it sitting a little too close to the ground for Range Rover, this is a delightful (and only true) 'period' model.

ALMOST REAL 1/18

So we have arrived at the largest model. And what a model it is! I've already expressed that the amount of detail on their 1/43 model would make many 1/18 manufacturers weep; this one really is another level. This model is fitted with a full complement of opening features. The bonnet opens, and is held open by an accurate stay. Once open, the 3.5V8 engine can be fully admired, complete with wiring and pipe work. The doors open with a satisfying 'click', revealing an interior packed with detail. Separate seat belts on all 3 seats, with twin belts on the single rear seat are immediately noticeable. Even the carpet is fitted as a 'soft feel' fabric material. The air vents, so well done on the Almost Real 1/43 model, have an increased sense of realism at this scale. Additional dials and gauges are fitted across the dashboard which look really neat. Round the back, the split tailgate opens with a smooth realism; the tailgate struts look and operate in exactly the same way as they do on my real Range Rover, as do the lower hinges. Just like its 1/43 cousin, the price to pay for such realism is

high. Mine was a 'once in a lifetime' type purchase. And I am so pleased I did.

That, however, is not quite the end of the story. There are two further 'models' that exist of the Darién Gap Range Rovers. Both use the original Dinky Toys Range Rover, first introduced in 1971. One was presented by British Leyland to Major John Blashford-Snell. This is mounted on a wooden plinth complete with small engraved plaque, in recognition of his leadership during the Darién Gap expedition. When I contacted Colonel Blashford-Snell about including several of his expedition photos in this feature, he also kindly sent me a couple of photos of his 'model'. This shows his model has a highly polished, unpainted finish, similar to several other models I spotted at Gaydon, leading me to believe this was the standard finish used for commemorative or presentation models from British Leyland at the time. The other model was given to Gavin Thompson by 'The Rover Company' for completing the expedition. The accompanying image, kindly reproduced here courtesy of the British Motor Industry Heritage Trust, shows the model also used the Dinky casting mounted on a plinth and complete with commemorative plaque. It differs from the one given to John as it appears to have been painted blue and white and has had a roof rack, modified front bumper and a snorkel exhaust fitted, custom made items for this model. Sadly, I know very little else about this model, or if it even still exists.

Range Rovers continued to be used as exploration and adventure vehicles long after the Darién Gap crossing, perhaps most famously for the Camel Trophy, and a variety of models exist of these but it is the dark blue and white Darién Gap cars that showed what the Range Rover was capable of and I salute those who made the brave journey into the unknown over 50 years ago. ■

1 Mini GT's 1/64 offers a wealth of detail for such a small size. The 'A' pillar mounted spot lamps are a nice touch. Unusually, this model is lacking the white painted roof. A strange omission but not overly obvious thanks to the level of detail in the roof rack.

2 This rear view of the Mini GT shows the additional snorkel exhaust as well as the accurate looking tow bar, which no doubt got a lot of use in the jungle.

3 Corgi released their example in 1984. Despite first appearances being good, the sponsors are all incorrect and it uses a four door casting.

4 Corgi incorporated an opening split tailgate and opening doors for play value as this was firmly aimed at the toy market. The white tampo printing over blue paint is particularly good for the era it was produced.



ABOVE The model that started all this off; Oxford Diecast's 1/76. The detail in the logos and the wing mounted mirrors are superb for a small scale.



ABOVE Despite being a standard road car interior, it is accurate enough in colour to look good. Oxford also modelled both front and rear mud flaps.



ABOVE The rear of Oxford's Range Rover also includes a GB badge as well as the 'by Land Rover'. In this photo, the incorrect style rear lamps can be seen.

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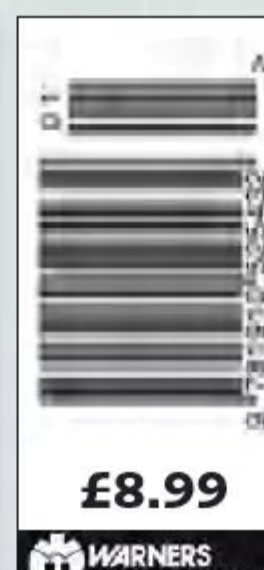


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PART ONE



Feathers in our cap...



From the 1940s to the 1970s, toymakers were inspired by the commercial vehicles and buses produced by Guy Motors of Wolverhampton. **Nigel Robertshaw** looks at those displaying the Guy name and Indian head logo...

Guy used a menagerie of model names with Wolf, Vixen and Otter badging adorning its early post-war commercial vehicles. Its buses, both single and double deck, were mainly branded as Arabs, so it boasted an interesting and diverse range of model names although none of these were directly associated with the famous Indian Head emblem and “Feathers in Our Cap” motto. The number of toys and models based on Guy vehicles is surprisingly large so Part 1 focuses on the early post-war types with the later and mightier sounding Goliaths, Invincibles and Warriors all lined-up for Part 2. Accordingly most of the toys and models featured in this first section proudly carry the Guy Motors-built square cab and exposed radiator with just the very last versions from the mid-1950s displaying more elaborate and up to date concealed radiators as these designs started to infiltrate the transport scene.

There's a lot to cover so let's get straight into the toys with an absolute gem from Chad Valley.

CHAD VALLEY GUY VAN

This beautiful clockwork model, dating from around 1947, is based on a bonneted Guy Wolf van and features a design largely carried over from pre-war years. It comes complete with a wind-up motor with auto-stop mechanism (deleted on later versions), some wonderful

decals and opening rear doors. It's a surprising but most welcome choice for a model although Chad Valley quickly changed allegiance from Guy Motors to the Rootes Group and soon produced a range of Humber, Hillman, Sunbeam and Commer branded vehicles.

The Guy Van appeared in at least three different versions; Guy Motors, Lyons Ice Cream and the self-promoting Chad Valley livery which was produced in at least three different colour options. The Guy Motors variant suggests that the toy was perhaps initially produced as a promotional model for Guy, this maybe providing the spark to then develop a similar arrangement with the Rootes Group.

From a classic we move to a defining moment in diecast toys with the introduction of Dinky Supertoys which from the outset way back in 1947 included a Guy Lorry.

DINKY SUPERTOYS GUYS

The iconic Dinky Supertoys range initially introduced two Guy Vixen lorries but this soon developed into four basic models which all featured the then current Guy-built square cab complete with exposed radiator, creating a classic early post-war “look” adopted by many manufacturers. The first three Guy models arrived in 1947 although the impressive Van, again featuring opening rear doors, was a little later, appearing in 1950. These impressive Supertoys, all

ABOVE A superb line-up of the main lorries from part 1. (l-r) Chad Valley, Dinky x2, from Hong Kong: TAT, Fairylite, Telsalda and Mertrade, then Kemlow and Matchbox.

INSET The classic oval Guy badge and famous Indian Head casting with “Feathers in our Cap” motif.

BELOW A close-up of the Chad Valley Guy Van promoting Guy Motors.





proudly carrying the cast Guy name at the top of their radiators (although no Indian Head motif), were: No.511 Guy 4-ton Lorry, No.512 Guy Flat Truck, No.513 Guy Flat Truck with Tailboard, No.514 Guy Van. Famously the Guy Van appeared in six different liveries over the years providing a colourful line-up of these superb vehicles. In order of introduction they were Slumberland, Lyons, Weetabix, Spratt's, Ever Ready and Golden Shred. The striking yellow Weetabix version was always seen as the most desirable but they are all true Dinky classics.

Along with the liveried vans the other three styles of Guy lorry also appeared in a variety of colour options with many rare and exciting combinations to track down. There were various minor casting alterations, changed catalogue numbers and the open lorries were all downgraded to Dinky Toys towards the end of their lives, although the colourful Vans proudly ended their days as Supertoys. From 1958 there was a major update with Dinky directly replacing some of these models with another range of Guy commercials as we shall see later.

Let's stay with the exposed radiator Guy Vixen but move on to a group of models all based on another very British style of vehicle; the Pantechnicon Removals Van. Many had a Pickfords connection but the first model was Pickfords through and through as it was a promotional model produced specifically for the Company and only available from its sales offices.

KEMLOW PICKFORDS GUY VAN

This model was a one-off within the extensive and



ABOVE RIGHT How dinky is this? A rather nice Guy Flat Truck in need of a little tlc. Guy generally produced heavy lorries so it's surprising just how tiny this vehicle is compared to modern day equivalents.



ABOVE The charming Lyons Ice Cream Guy Wolf Van from the Chad Valley Wee-Kin Series.



ABOVE A Guy promotional brochure featuring the 4-Ton Lorry.



ABOVE The splendid Pickfords promotional model made by Kemlow in the 1950s.



diverse range of items manufactured by Kemlow which included a few road vehicles but largely focused on railway related accessories. The beautiful little removals van was built to a scale of 1/76 and featured two full-height opening rear doors. It was finished in Pickfords classic livery of dark blue with a white roof and carried the three line slogan "Pickfords, Removers & Storers, Branches In All Large Towns". The model was produced during the 1950s and adding to its intrigue it was simply marked "Made in England" on the underside. There was no individual box and the lucky buyer was probably handed the model in a brown paper bag as they completed their transaction at the Pickfords sales office. It's a real gem. A smaller (and later) version of a Pickfords Guy Pantechnicon is much better known....

MATCHBOX PICKFORD'S REMOVAL VAN

It's always important to get the correct wording and punctuation when specifying the name of a model. So is it a "Pickford's Removal Van", a "Pickfords Removal Van" or even a "Pickford Removal Van"? Well, yes to all three if Matchbox is to be believed. The last example is shown on the base lettering of all the Matchbox models whilst the first two alternatives can both be readily spotted on the various box end flap descriptions and to confuse matters further the Matchbox catalogues adopted a different approach and showed the model's name as "Long Distance Removal Truck".

The introduction date of 1960 is a good 10 years after these vehicles first hit the roads although this iconic Pantechnicon design would still have been a familiar sight up and down the country. From the 1964 catalogue the colour was changed from the original dark blue to a less authentic but perhaps a little brighter mid-green. The early issues had smooth sides but these were soon replaced by castings featuring additional detailing including a fuel filler cap and side lockers. The radiator grille also changed with the initial vertical lines on the radiator replaced with a hatched grille now featuring the tiny "Guy" name within the oval maker's badge; although there was still no Indian head.

The three line Pickfords slogan as seen on the Kemlow model also appeared on all the standard Matchbox versions although there were two much rarer promotional issues. One saw the model finished in light brown with "Beales Bealesons" department store decals, probably added by the store, and the other was a promotional model for Pickfords which only carried a two line slogan, "Pickfords, Removers & Storers". It's quite possible that this model replaced the



earlier Kemlow promotional model at the Pickfords sales offices.

This super little Matchbox model, complete with working rear roller shutter, left the range in 1967 but not before it had inspired three 1960s copies, in differing scales, from manufacturers based in Hong Kong (and beyond).

MERTRADE REMOVAL TRUCK

This is the smallest of the three Hong Kong copies although it is still a good deal larger than the Matchbox original. This rather rare version is copied from the early Matchbox model without the additional casting detailing. It features a characteristic friction motor although the opening roller shutter seen on the Matchbox original is now, a little surprisingly, represented closed and forms part of the body moulding.

The most common colour on the Mertrade version is a shade of green, similar to the second Matchbox livery, although it was also produced in red and maroon and perhaps other colour options. The authenticity of some of the side ads carried by this model is a little questionable. It certainly came with plain sides and no ads and also perhaps with the generic "Removal Truck" script and certainly the very unusual "Buy Margo's Baby Powder" and "Tonic Hair Cream" lettering is 100% authentic. The "Pickfords, Removers & Storers" decal as seen in the photo,

although verified by the previous owner, is a little more dubious and could be a later addition.

The models were packaged in a colourful box illustrating four different vehicles although none of the pictures represent one of these Guy Pantechnicons. We now move up in scale and quality and feature the leading name in 1960's Hong Kong toys.

TELSALDA PICKFORDS REMOVAL VAN AND OTHER DELIVERY VANS

What a colourful and impressive range of vehicles based on the Guy Removal Van! Perhaps Matchbox should have adopted a similar policy and issued its model in lots of different liveries. This Hong Kong range can boast a variety of eye-catching colour schemes promoting various well-known brands together with a Pickfords version available in at least four different colours.

This model once again features a "high power friction motor" with some versions replicating the working rear roller door found on the Matchbox original whilst others have it cast shut as seen on the previous Mertrade example. All copy the later Matchbox casting with added body detailing with most carrying Telsalda branding although a few feature the Blue-Box name on both the model and the box. Most unusually some of the Blue-Box versions are marked "Made in Singapore" rather than the expected "Made in Hong Kong" legend as seen on all the Telsalda versions.

ABOVE An original Dinky Flat Truck is outnumbered by different versions of the same vehicle from Hong Kong maker TAT.

Famously the Guy Van appeared in six different liveries over the years providing a colourful line-up of these superb vehicles. In order of introduction they were Slumberland, Lyons, Weetabix, Spratt's, Ever Ready and Golden Shred.



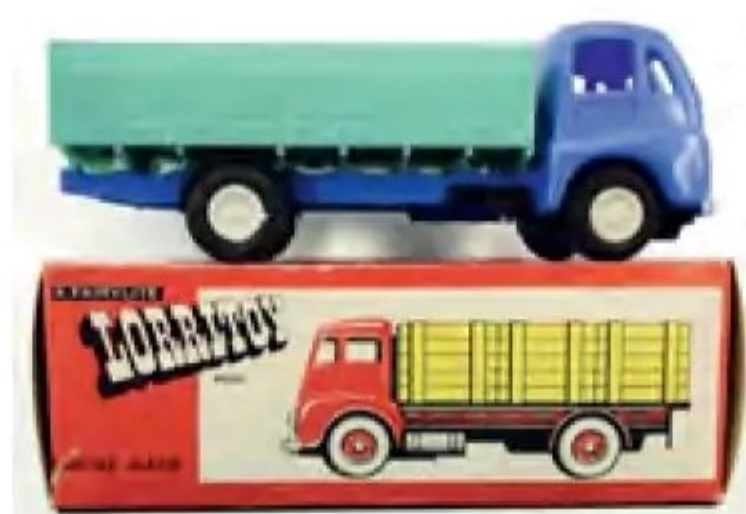
LEFT These are the Mertrade Guy Removal Vans from Hong Kong. The unusual advert promoting Margo's Tonic Hair Cream and Baby Powder is 100% original.



ABOVE A close-up of probably the nicest liveried van from Telsalda: the Moorhouses Lemon Cheese in "sunglow" orange.



ABOVE A rare survivor, this former Pickfords Guy Vixen Removal Van has lain in this scrapyard for decades.



ABOVE The 4-Ton Lorry was also copied by Hong Kong-maker TAT although the Fairylite importers box described it as the "Guy Flat Truck with load of cases".

for lighter bulkier loads and was therefore ideal as a removals van. Having said that, these wonderful 1960s toys make a superb and colourful display of Guy vans. The final Matchbox removal van copy is a good deal larger than the previous examples...

FAIRYLITE PICKFORDS LONG DISTANCE REMOVAL VAN

As the title suggests this large scale model was only available in Pickfords livery although there were colour options with red or green, and maybe even more! The larger scale enables a few added features, notably cab interior detailing, glazed windows, a working rear roller shutter and the "Guy" name on the radiator. On a critical note the model is a little squat and should have more body height above the cab. Nevertheless this is a sought-after Hong Kong model with a price to match. It ends the review of the Guy pantehnicons that were available in the toyshops when the full-size examples traversed Britain's roads.

Let's move back to Dinky Toys for a final flourish with the range of lorries that replaced the earlier square-cabbed Guy Vixens, this time based on the slightly heavier Guy Warrior chassis.

DINKY TOYS GUY WARRIORS

This updated range of Dinky lorries with their stylish concealed radiators and Guy makers badge appeared in 1958. The first three models from the earlier Guy Vixen-based range had been allocated three different catalogue numbers over their long lives and the final model numbers were carried over onto this new replacement Guy Warrior range.

Two new models were shown in the 1958 catalogue, the Guy Warrior 4-Ton Lorry and the Guy Warrior Flat Truck. However the Guy Flat Truck with Tailboard, which was not illustrated, kept the original (non-Warrior) name suggesting that the earlier casting was retained for this version, although clearly its days must have been numbered. It is generally accepted that the Guy Warrior Flat Truck with Tailboard was not issued although to add a final piece of confusion an illustrated box for this model did make it into the early stages of production.

In 1960 the once holy grail of post-war Dinky Toys arrived with the uncatalogued issue of the Supertoys No.920, Guy Warrior Van in Heinz livery with a Tomato Ketchup bottle illustration. The Van body was the same as used on the earlier Guy Vixen based models although this was the only livery issued with the Warrior casting

The four non-Pickfords vans carried the Model No. 25060 with the addition of a suffix letter from A to D and are listed with the titles taken from the original box descriptions:

A. "Moorhouse Cheese Delivery Van" A couple of errors here as the brand name (correctly displayed on the vehicle) was Moorhouses and they produced Lemon Cheese and not simply "Cheese".

B. "Walls Icecream Van" This version certainly appeared with both Telsalda and Blue-Box branding and with both opening and cast shut rear roller shutters.

C. "Home Farm Delivery Van" The interesting slogan "Prize Livestock & Fat Poultry" is unlikely to be seen on a modern toy!

D. "Lucozade Delivery Van" Back in the day this "sparkling glucose drink" was familiar to all kids, especially when feeling poorly, enhanced and made all the more effective by its orange cellophane wrapping.

And finally the "Pickfords Removal Van" which had the reference number 25034 (just how big was the Telsalda range of toys?). The box illustration shows the green version (similar to the Matchbox second colour-scheme) but there was also mid-blue, red and yellow colour choices, and maybe even more.

All the different versions of the Guy Pantehnicon featured a bespoke box showcasing some great period artwork with the Pickfords alternative including a colour spot to indicate the actual livery of the model inside. It appears that the non-Pickfords examples all featured cab window glazing although the Pickfords models did not have this embellishment.

It must be said that this type of large capacity Pantehnicon body would not have been used to transport heavy loads such as crates of Lucozade bottles or jars of Moorhouses Lemon Cheese. It was designed



ABOVE In 1958 Dinky introduced the replacement Guy Warrior into its range. There were four main versions, the 4-Ton Lorry, Flat Truck, Van (Heinz) and Snow Plough.



and the model soon vanished from the Dinky line-up. It's an iconic model although perhaps its exclusivity has been seriously undermined by the recent Atlas Editions (and Dan-Toys) Dinky Toys Guy replicas? On the other hand it could be said that there is now an amazing variety of modern reproductions to add to a line-up of the original Dinky classics!

The final Guy Warrior, debuting in 1961 has not been reproduced by Atlas or Dan-Toys. This is the impressive Snow Plough, featuring the Warrior cab, a roof-mounted blue light and a large lifting snow plough with a vee-shaped blade (with two colour variants). This was to be the very last of the illustrious Dinky Guy lorries and bowed out of the range with its final 1965 catalogue appearance.

Unlike the earlier Dinky square-cabbed Guy Vixen lorries this later range based on the Warrior attracted the attention of at least one Hong Kong based maker.

FAIRYLITE LORRITOY TAT GUY TRUCK

These rare Hong Kong toys were manufactured by the unfortunately named business "TAT" with the distributors name Fairylite appearing on the boxes. Both the Guy Warrior 4-ton Lorry and the Flat Truck were copied although it seems that both versions (with and without fixed raised sides) were described as the Flat Truck. In true Hong Kong style these versions came in various colours and featured a friction or "gyro" motor together with additional accessories including a load of packing cases. These Hong Kong copies are difficult to track-down and most certainly reflect the rarity and values of the Dinky originals.

Before we end this review of early post war Guy toys and models let's change the focus from lorries to buses and coaches and to another sector where Guy

excelled. There are plenty of Guy buses and coaches on the current collectable scene but back in the day there was perhaps only one exposed radiator vehicle that could claim a Guy pedigree.

DINKY TOYS SINGLE DECK BUS

This Dinky "Single Deck Bus", actually modelled as a coach, arrived on the scene in 1948 and featured the then usual half cab design. Within a couple of years this layout was seen as obsolete as underfloor engined coaches became the preferred option. Dinky clearly had the same view as it deleted the model from the range in 1952 after an unusually short production run.

As with most other bus models Dinky did not specify the vehicle manufacturers name but this model has a definite look of a Guy Arab Mk.III complete with its oval radiator badge, all reinforced with the out-swept mudguards which were a common feature on Guy buses and coaches of the period. The Dinky model appeared in three basic liveries and due to its short life it's quite a scarce model. It certainly deserves a mention in this Guy Motors article and there will be at least one more underfloor engined Guy coach in Part Two of this review.

GUY THOUGHTS

We've seen a wonderful assortment of vehicles and several models have proudly displayed the "Guy" name at the top of their radiators. However none have yet appeared with the famous Indian Head emblem which graced many, although by no means all, of the full-size Guy lorries and buses. Next time it's the later and heavier-weight Goliaths, Invincibles and Warriors and the appearance of that proud Indian Head is guaranteed. ■

ABOVE The short lived Dinky Toys "Single Deck Bus" from 1948 was based on a Guy Arab chassis although it carried coach rather than bus bodywork.

Acknowledgements

Thanks to Ron Ford and sons, James and Craig for their help with this piece.



ABOVE To appreciate the size and scale here is a line-up of the main Guy lorries from this review together with related packaging.



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GFCC: BRILLIANT METAL DIECAST!! 1954 CADILLAC COUPE DEVILLE, RED. £37.50



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LANDSDOWNE: LDM 86 1950 HUMBER SUPER SNIPE DROPHEAD, TICKFORD, GREEN. HANDBUILT WHITE METAL. £119.50



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KESS: 1947 BENTLEY MK VI, DROPHEAD, FRANAY, OPEN OR CLOSED. PRE-ORDER. BHM PRICE: £85.50!!



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ILARIO (CHROMES): 1934 VOISIN C5 SALOT, CLOSED. LTD: 170. SENT IN ERROR!! ONE ONLY!! BE QUICK!! ONLY £195!!



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Don't be a dummy!

Mike Pigott looks at this novelty range from Matchbox which was based on a television road safety campaign.



ABOVE The big blister pack containing the car and accessories.

Crash test dummies are generally not a humorous subject. They are used to test the injuries a person may sustain in an automobile collision. Invented in 1949 to test the safety of aircraft ejection seats, the dummies were later adapted for automotive purposes. Prior to this, testing was – rather gruesomely – conducted using real corpses. Crash dummies simulate the weight and proportions of humans, and measure the impact different types of collisions have on the human body. Modern crash test dummies are fitted with electronic sensors and this information can be downloaded to study the effects of the crash.

INCREDIBLE CRASH DUMMIES

In the late 1980s, the United States Department of Transport produced a series of public service adverts aimed at encouraging car seat-belt use among children. The adverts featured a pair of anthropomorphic crash mannequins named Vince and Larry, which were played by comedians in dummy masks. The dopey characters would invariably forget to buckle up before a crash test, resulting in them being propelled through the windscreen with their body parts flying in all directions. The message was: “Don’t be a dummy, buckle your safety belts... and leave the crashing to us!”

The ads proved extremely popular with American children, and before long attracted the attention of toy manufacturers. In 1990 Tyco Toys obtained the rights to the Incredible Crash Dummies, and brought out a range of action figures that mimicked the misadventures of Vince and Larry; pushing buttons on the dummies’ torsos caused arms, legs and even heads to fly off. In addition to the figures, there were a range of plastic vehicles they could be positioned in,

which also had flyaway parts. Several other dummies were introduced in the range to complement Vince and Larry, and there were even cats and dogs.

MATCHBOX

The following year, Tyco applied the Crash Dummies license to its newly-acquired Matchbox brand. There were three items released: two model cars packaged with accessories, and a track set. Given how soon these models were released after the Tyco takeover, it would seem that some sort of smash-up car may have already been in development at Matchbox. There is no mention of Crash Dummies on the base, with the cars instead being marked “Smash’n’Crash”, which was the name of a Matchbox track set with several intersections. In the 1980s, Hot Wheels had produced a range of novelty vehicles called ‘Crack-

BELOW Ready to crash!





ABOVE The smashed cars showing the concealed magnets.

ups'. These cars had spring-loaded rotating panels that spun around on impact, changing from a clean panel to one that had fake dents and scratches. It would appear that Matchbox was attempting to compete with Mattel's Crack-ups, although with a totally different type of mechanism. Instead of rotating panels, the Crash Dummy cars broke in half!

CRASH DUMMY CARS

The two cars in the range used the same casting, but were in different finishes. The casting was based on the #54 Chevrolet Lumina, first introduced in 1990. Although based on the Lumina, and fitted with its racing-type slicks, the Crash Dummy cars had no interiors, and the windows were part of the body casting... or, rather, castings. Each car was cast as two separate pieces, split through the mid-section, and each part had a separate black plastic base. The two sections were joined together with strong magnets, and held in place by uneven 'jagged' edges on each side. The magnets were quite powerful, but flew apart with impact.

Each car was sold in a very large blister pack with several accessories. These included a plastic launcher, a pair of road signs, a fly-apart brick wall, and a sprue with eight yellow traffic cones. The launchers were existing components, and had previously been packaged with the budget-priced 'Super GTs' range. Each launcher included a pair of small rubber bands for the purchaser to fit, and although a cheap item it launched the cars at great speed. The wall was made of orange plastic with fake brick effect, and had a target and impact disc tampon-printed, plus a Crash Dummies sticker. The road signs were yellow plastic with a paper labels, one reading 'DANGER' and the other with a Crash Dummies logo.

CRASH CARS

As mentioned, there were two cars in the range. Pre-production catalogue pictures showed blue and white cars, but these were not released and the final models were red and black. The red car had black-painted windows, and was finished as a crash-test car with yellow and black printed warning markings. It



ABOVE Crash Dummies in the 1995 Matchbox catalogue - note the blue car.



ABOVE The standard Chevrolet Lumina from the 1-75 range.

was decorated with two paper labels; a 'CAUTION' warning on the windscreen, and a Crash Dummies symbol on the bonnet. This car was packaged with a yellow launcher.

The other car was black with silver windows, and was decorated as a racing stocker. It had dotted red stripes on the roof and around the sills, racing number '13', and a 'Dummies On Board' badge at rear. It had a 'DUMMY DERBY' sun visor and a logo sticker on the bonnet. The black car came with a red launcher.

The cars do fly apart on impact and are quite good fun. They work if crashed into each other, the fake wall, or launched from a height to the ground. They were packaged in very large blister cards with a day-glow orange backing and a picture of the black car driving into a wall.

CRASH ALLEY

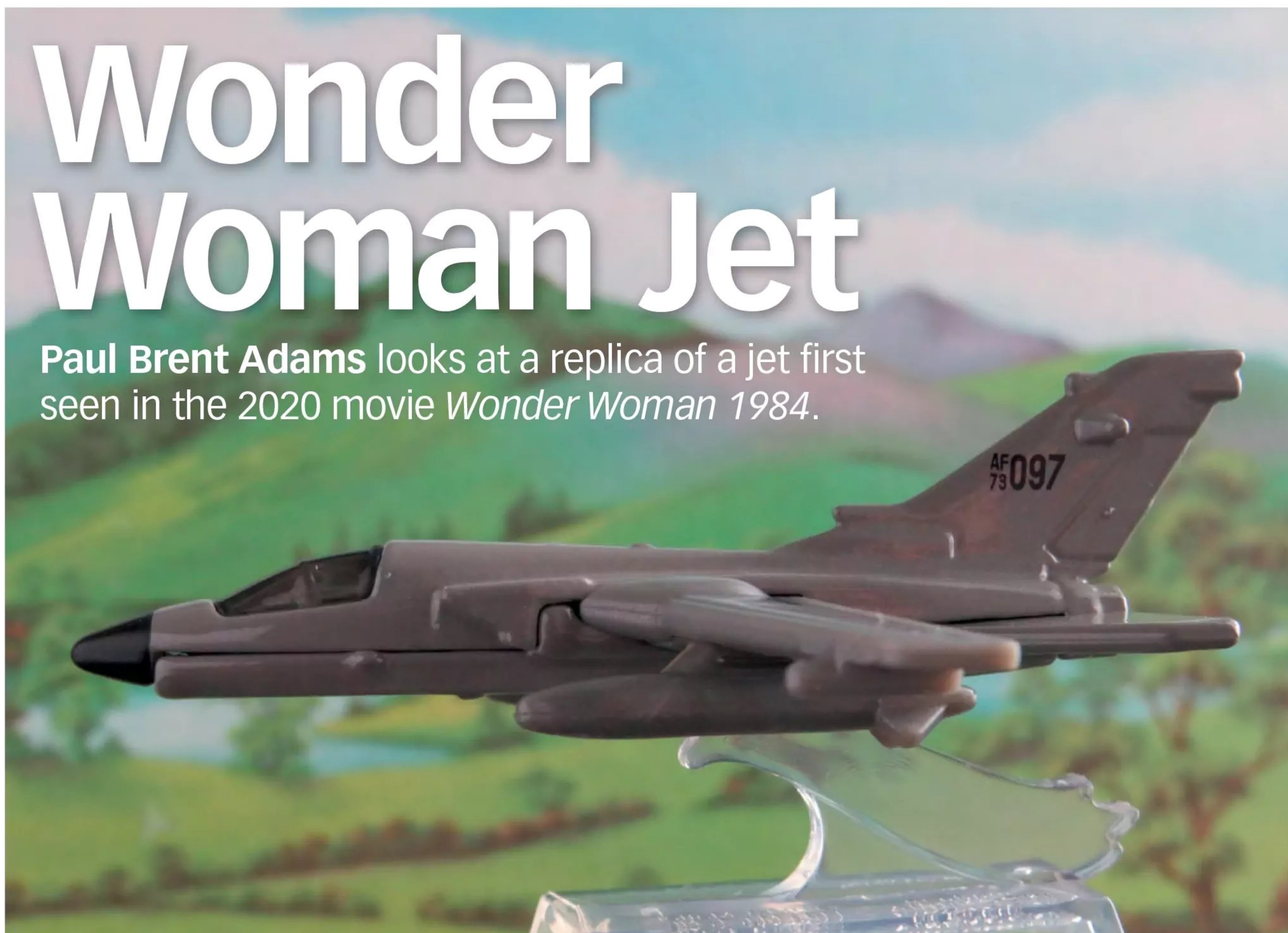
As was often the case, a track set was issued to accompany the models. This was a smaller version of the earlier Matchbox Crash 'N' Smash set. It was rather unimaginative, and consisted of two strips of track with launchers at one end, and fake brick walls at the other. The two strips of track were connected at right angles to each other with an X-junction. Both the red and black cars were included in the set. The idea was for kids to launch the cars together so they would smash and fly apart at the crossing. If they missed, they would hit the walls and hopefully crack up there.

These models were not on sale for very long, and are hard to find in good condition today. ■



Wonder Woman Jet

Paul Brent Adams looks at a replica of a jet first seen in the 2020 movie *Wonder Woman 1984*.



Wonder Woman made her comic book debut in 1941, following in the Super Hero footsteps of Superman (1938), and Batman (1939). Princess Diana of the Amazons lived on Paradise Island, and aided the Allies during World War Two, using the name Diana Prince.

Apart from her own super powers, she also had a number of devices that were the products of Amazon science. Among these was an Invisible Plane, which she later traded-in for an Invisible Jet.

Wonder Woman has had a long career on television and in films, including a 1970s TV series starring Lynda Carter. The film *Wonder Woman 1984*, or *WW84*, was released in 2020, but set in the 1980s. In the film, Wonder Woman and sidekick Steve Trevor steal a plane to fly from the USA to Egypt, which Wonder Woman is able to make invisible (her super powers have evolved over the years).

The exterior of the aircraft is only shown briefly in the film, and the scenes are shot at night, so the plane is hard to make out. It is clearly a Panavia Tornado, but with a few modifications for its movie role.

The Tornado was originally called the Multi Role Combat Aircraft, or MRCA. It was a joint

British-German-Italian design for a long range strike aircraft; the RAF also having a fighter version. It first flew in 1974. The Tornado had two engines, variable sweep or swing wings, and a two-man crew sitting in tandem.

In the film, the aircraft has a revised front fuselage, with side by side seating. The canopy is hinged in the centre, and the panels open upwards. This is much more like the cockpit of the American General Dynamics F-111 Aardvark, another long-range strike aircraft with variable geometry wings.

Hot Wheels released a model of this hybrid aircraft as part of the 2020 Replica Entertainment line. This is one of several Hot Wheels premium lines, and is dedicated to film and TV related vehicles. The models are more expensive than the regular, or Mainline models, as they contain more metal, and less plastic.

The *Wonder Woman 1984* Wonder Woman

ABOVE The Hot Wheels Wonder Woman Jet at low level, a cross between the Tornado and the F-111. The clear plastic stand incorporates the Hot Wheels logo.



ABOVE The original version of the Wonder Woman Jet, from 2020, in dark metallic grey. The black serial numbers were hard to read against such a dark background.

RIGHT On a real Tornado the wings can be swept back for high speed flight, but on the model they are fixed in the forward position for take-off or landing.





TOP Lacking an undercarriage, the display stand is essential. The serial number on the tail belongs to a US Air Force F-15A Eagle - the USAF never having flown the Tornado.

ABOVE The Tornado has two engines, as does the model. There is a distinct join line between the metal upper and lower fuselage halves. The wings are plastic.



ABOVE The 2022 version of the Wonder Woman Jet, in a much lighter medium grey. The black serial numbers stand out well on this finish.

Jet is a lot smaller than the aircraft in the Matchbox Sky Busters range. Length is just 77 mm and the wingspan 64 mm. Much closer to the small aircraft models found in the main Matchbox vehicle line.

The original 2020 model was painted dark metallic grey, with black serial numbers. These read AF 73 097, in a style which suggests a US Air Force plane. This number actually belonged to a McDonnell Douglas F-15A Eagle, a single-seat, twin-engined fighter with fixed wings.

The serials are worn on each side of the fin, and above the starboard tailplane. There are no national markings. This model was made in Thailand.

The model re-appeared as part of the 2022 Replica Entertainment range, painted medium grey. The serial number is the same, but it is now much easier to read. This version has Made in Indonesia beneath the starboard wing.

The cards used for these two versions are just about identical, apart from different copyright dates on the back - 2020 or 2022, and country of manufacture.

The plane has metal upper and lower fuselage halves, with the wings in grey plastic (more of a silvery-grey than the fuselage), and a black plastic radar radome. The fuel tanks (inboard) and electronic warfare pods (outboard) are part of the wing moulding. Although the real Tornado has swing wings, those on the model are fixed, in the

From above, the widened front fuselage is clearly visible, allowing side by side seating, rather than the tandem seating of a real Tornado.



ABOVE There is plenty of information on the underside of the model, but oddly there is no copyright date. The model is held together with two rivets, with the hole for the stand just ahead of the rear rivet.

forward position. The canopy is smoke-tinted clear plastic.

There is no undercarriage - making this one of the few Hot Wheels models without wheels. The model sits on a clear plastic stand which plugs in to a hole in the underside of the fuselage. The undersides are well marked, with the Hot Wheels logo, Mattel name, TM & GM DC Comics, and country of manufacture.

Oddly, there is no copyright date on the model. There is a date on the stand - 2015 - but this only applies to the stand, not the aircraft. The stand has been used with other small Hot Wheels aircraft, such as the *Top Gun* F-14 Tomcat.

For the 2010 San Diego Comic Convention, Hot Wheels produced a fake model of the Invisible Jet - which was actually just an empty package. However, the artwork was nice, and showed a comic book style Wonder Woman standing on the wing of a ghostly white aircraft, Golden Lasso in hand. The plane somewhat resembles a Lockheed F-104 Starfighter. There was also a 2017 version, with different artwork. ■



Peerless by BTS mouldings – the shape is captured well in this artisan made example.

The GT from Slough

David Wright explores the background to a rare but curvy British sports car, and the models of it.



ABOVE The Peerless company badge.

When we talk of the motoring might of the United Kingdom, we think of Coventry, the wider Midlands, Solihull, Sunderland and Abingdon, but do we consider Slough in that list?

No doubt some readers will be well aware that Slough was the British home to the Citroen Car Company. Here, on the Slough Trading Estate in a huge factory, more than 57,000 Citroens from the 2CV to the DS21 were created in right hand drive for UK customers.

Following the Armistice of 1918, many trucks that had seen active service on the Western Front were returned to a vehicle storage depot in Slough, to be sold off as government surplus. Many of these lorries were American, originating from the Peerless Lorry Company in Cleveland, Ohio. Sales continued into the 1920s, and when these vehicles inevitably needed considerable re-conditioning, Slough Lorries and Components Ltd were set up to maintain them. These premises in due course became a Jaguar dealership, Peerless Motors, in Bath Road, Slough.

Thus in 1957, Bernie Rodger, a racing car designer, and John Gordon teamed up to design and manufacture

a sports saloon car to fill a perceived market gap, cheaper than the Aston Martin but comparable in performance. Their car took the name of the original premises and become the Peerless GT.

They believed that a 4 seater GT could be marketed at little more cost than the current range of 2 seater sports cars. Its engine and gearbox were standard Triumph TR3, as was the front suspension. The body was a 2 door, 4 seater fibreglass moulding, created in the Slough Peerless works. Performance was good, with a top speed of 120mph.

About 250 Phase 1 cars were built between 1958-9 followed by a further 46 Phase 2 cars, with minor bodywork changes, before financial difficulties, a boardroom crisis and sluggish sales closed the business. John Gordon left to join Jim Keeble, whereas Bernie Rodger restarted the company under the name of Warwick, at new premises. More significant bodywork changes were introduced, such as a front hinged opening bonnet, altered roof guttering and rear end styling but retaining the TR engine and gearbox.

The original Peerless, with Triumph prepared mechanics, ran at Le Mans in 1958, finishing 16th overall. Of the 325 or so Peerless/Warwicks built, around 70 were exported to the USA, where some are

BELOW Warwick by TW Models – very good home-made chromework, and hubcaps set this model off well (dark green/black).





ABOVE Peerless by TW Models – an experienced model builder has achieved a great model, with an excellent replica of the “P” grille badge.



LEFT The Real Thing – A Peerless in BRG.

RIGHT Peerless by Esval Models – the first test moulding, and looking wonderfully accurate in shape. Seen here the moulding is covered in grey primer.



restored and others raced at historic meetings.

Two prototypes of a successor car, the 3.5 Litre or 305GT, were made in 1961 and featured the Buick V8 engine that was later used by Rover. How many 2 and 3.5 litre Warwicks were made is not known as records are unavailable, but it may have been up to 40.

John Gordon, together with Jim Keeble, subsequently used the Peerless space-frame as the basis for a Chevrolet-powered car with Giugiaro designed and Bertone built bodywork, initially shown in 1960 as the Gordon GT, and which eventually reached production in 1964, in new premises near Southampton as the now sought after Gordon Keeble.

PEERLESS/WARWICK MODELS

Barry Smith, of BTS Mouldings, who is a keen historian of all things Le Mans, decided to produce a model of the Peerless himself, as he was impressed by its



ABOVE The final product – production run of the Esval Models Peerless.

Acknowledgements
My thanks to Barry Smith of BTS Mouldings for his own history, and the model he made.
Thanks to Alex Kotlyar, of Esval Models, for his help in supplying the images of his product.
I'm pleased to recognise my own book, *British Sporting Cars in Miniature*, for its account of the earlier Peerless models.

1958 Le Mans heritage, and concerned that at the time it remained un-modelled.

The low slung solid stance of the real car is depicted very clearly by Barry's model, an early Peerless. Wheels are chrome plated, bumpers are silver painted, and with a black interior, and plain base, it is a low volume artisan product.

The TW Collection range of simple, and somewhat crude, white metal kits followed with examples of both Peerless and Warwick, seen here carefully fettled and built well. Both show the large expanses of curvaceous fibreglass, created in heavy gauge white metal!

For those of us that are keen on accurate, detailed models of our motoring heritage, we were perhaps a little surprised to see the Peerless featured in flyers from Esval Models depicting future releases, amongst many big sedans from the USA. These first appeared in 2021, and such is the lead time needed for product development, that a full 2 years later it appeared on the releases list due out in March/April 2024. While the majority of their fine products are of American vehicles, the racing pedigree of the Peerless led to many being seen in the USA. Esval's model makers have been developing the Peerless model for some time, and we are privileged to be able to show their first moulding of the Peerless in their range.

Finally, in December I received a number of shots of the finished production version, in 4 different colours. The silver car is left hand drive, clearly intended for racing in Europe or the USA, and shows many extras, including oil cooler. All the remaining three colour schemes are depicted in Right hand drive, and display the 2 main types of headlamp fitting, with and without chrome ring. The interior and dashboard are replicated very well.

A very sharp and detailed model, that would grace the shelves of any collection of British sports car collection, whether road or race is your preference. ■





Mercedes 300SL

In which **Steve Coles** compares models of the same car... but in differing scales!

This month, we have our first trio of models and something a little more exotic than a Fiesta; the ‘gullwing’ Mercedes 300SL, produced between 1954 and 1957. The ‘gullwing’ Mercedes 300SL is an iconic car and one that will, these days, easily command over £1 million, if you can find one. Scale models are a little easier to come by; there are many different ones of these on the market in many different scales.

For us to begin, I need to return to my childhood. I can still remember receiving a book on exotic classic cars one Christmas from a family friend. I spent hours looking through the pages but always seem to linger on the gullwing Mercedes. Like the models here it was finished in silver with a striking bright red interior. The first 1/18 car I was ever given was this silver example of Bburago’s Mercedes 300SL gullwing which looked just like then one in my book. Over the years, there have been a number of 1/18 examples produced by a variety of manufacturers and at a range of price points.

But there is something really charming about this one. I remember being immediately impressed by the level of detail this model had, helped by Bburago’s insistence on including the full range of opening features; possibly a throwback to their more toy-like origins as a manufacturer.

Closer inspection reveals just how many separate plastic parts are used for chassis, drivetrain and engine detail; anyone who has ever built a Bburago kit will know just how many separate parts are used. Many of the parts are chrome effect which do add to the realism, as do posable front wheels. There is a Mercedes three-pointed star neatly cast into the boot lid and a sticker with the ‘300SL’ script placed neatly below it. I do wonder why a sticker was used and not have this also cast in. The slim rear lights are a separate translucent red plastic part while up front, the large clear round headlights also have a separate chrome surrounding.

Moving inside; the bright red interior is broken up with grey seats and a cream coloured steering wheel. There are lots of tiny ‘chrome’ levers and knobs along

ABOVE Differing approaches to the badging. (L – R) Corgi cast the three pointed star and 300SL in, Bburago cast just the star badge, using a sticker for the 300SL while Matchbox used a black decal for both badges.



ABOVE All three have paid careful attention to the wing vent design.



ABOVE Only the Bburago (left) has clear headlights. The other two make do with chromed discs.

LEFT This rear three quarter view shows how similar in shape these three are.



LEFT From whichever angle they are viewed, the gullwing Mercedes 300SL is a good looking car.



the dashboard which has a delightful sticker for the instrument details. There is a chromed rail running around the inside at the bottom of the rear window which Bburago have done a fine job of representing.

Paired with this is another throwback and another visit to my childhood. After passing up the opportunity to buy a 'new old stock' boxed example of an early Corgi Classics 1/36 Mercedes 300SL in silver at the Birmingham International Motorshow back in the late 1980s, I knew I had to track one down to put with my Bburago one. Corgi's model also features the opening bonnet and gullwing doors, the latter revealing a nicely detailed and accurate all-red interior. The bonnet opens by pushing a small peg underneath that lifts the bonnet a few millimetres, just enough to get a finger around the edge and lift. Doing so reveals some nice engine detail, in a mix of black and chromed plastic. Being 1/36, the standard scale for Corgi's larger cars during the 1980s, there is scope for a little added detail. Like the Bburago, the large Mercedes three-pointed star is cast into the boot lid, while Corgi also cast in '300SL'. The rear lights are also separate translucent red plastic while the headlights are just a large chromed circle, with no real attempt at all to make them look like headlights. Only the wheels let this one down, being Corgi's generic wheel design as seen on the majority of their 1/36 cars of this period.

The final model of this trio is from the Matchbox Dinky collection. Matchbox first released the Mercedes 300SL as model DY-12 in 1990. It was initially released, somewhat curiously, in an off-white colour rather than the more usual silver. This was followed with a black release. This silver example is from the 1991 Classic Sports Cars – Series 1 set which included a red Porsche 356A and a lovely blue Ferrari 264 Dino. I have seen a couple of singular silver gullwings for sale in the correct boxes and wonder if these were surplus stock left over after the 17,000 limited edition sets had been produced. Unlike the larger Corgi one, this 1/43 was produced as a collectors model. It is, however, a bit of a let down. The overall shape is good and the casting is crisp and includes the small flared wheel arches, roof vents and the large air vents on the front wings. The Mercedes three pointed star and '300 SL' badges are a neat black decal on the boot lid. The interior is, again, bright red and the cream coloured steering wheel is there too. But that is really about all the detail there is. The headlights are, like the Corgi, chromed discs while the rear lights are just a raised shape cast into the metal, not even picked out in red. I do like the wheels though. The black steel rims with the chromed centre cap look great.

Despite this lack of painted or chromed detailing, I do really like this model. It sits very well alongside the Corgi. I feel they have similar standard of finish. There are, of course, much more expensive 1/43 gullwings available but for me these three will do just nicely. If only I'd kept my exotic classic car book!

When I set out to write the first 'Little and Large', my aim was to break down some of the barriers that some collectors have between scales and buck the trend for single scale collecting. Hopefully, it might even draw you in to making your own, similar comparisons within your own collections. Perhaps you already have a vehicle in mind? ■

Accessorise to survive

Corgi didn't just make vehicles, as **Gijs Noordam** reviews the numerous characters and accessories.



ABOVE Jim Clark or Corgi's own Stig? Lotus- Climax Formula 1 Racing Car (No.155).

From the start Corgi and Dinky were not only competing for better diecast but also for enhancing the “play value” of its models. Corgi did so by adding figures of drivers and animals like those seen in its Chipperfield's circus range. During the late 1950s and the '60s Corgi also added a variety of other accessories like planks and other loads for trucks and trailers, suitcases and golf trolley's, lamp standards, trailers with boats and racing cars, self-adhesive packs with number plates and racing numbers, spare wheels and tires, bollards and hay bales and a number of do-it-yourself plastic kits.

Corgi was not the first to start with figures and accessories. The history of figures goes further back than model cars of course, for example toy soldiers. Figures with car models originated from Dinky as accessories to Hornby 0 gauge trains. Only later on did Dinky launch model cars under the name Dinky Toys.

As Corgi produced a great number of figures with its models we will only be able to deal with some of the highlights. These figures can be divided in a number of categories:

CAR AND RACING DRIVERS

The first driver figure was a very small one, matching the scale of the Proteus Campbell Bluebird Record Car (No.153). The figure is wearing white racing overalls and helmet. Larger racing figures, although some of them without legs, appeared in the B.R.M. F1, Vanwall F1 and Lotus Mark XI (No.152S, No.150S and No.151). The Lotus driver was the prelude to Corgi's own Stig, the figure of Jim Clark in the Lotus Climax Formula 1 car (No.155). This figure did not only have a white racing overall and helmet but also silver goggles and re-appeared in a number of later sports and racing cars. The ultimate racing driver figures were first sold as a separate set, together with spectators, race track, press officials and garage attendants (No.1501 – 1505). They all found their way to the wonderful and rare Silverstone and Shell/BP Service Station Sets (GS 15 and 25).

More sophisticated was the driver with the red bow tie in the Thunderbird Open Sports (No.215S) who changed car to a Mercedes-Benz 300 SL Roadster (No.303S). Classical outfits can be found in the Corgi Classic Series of Veteran and Vintage class vehicles like the 1915 Model “T” Ford (No.9011 and No.9012) and the 1910 Daimler 38 HP (No.9021). Looking really posh are the couple in evening dress in the Chevrolet Astro 1 Experimental car (No.347).

FARMING

Corgi's farm and agricultural range has been strong from the beginning. Its roots go back to the introduction in 1957 of the first of many Land Rover's models to come. In combination with the Rice's Pony Trailer (Gift Set 2) the first Corgi figures were born by way of two ponies. Soon after Corgi put the Agricultural Set (Gift Set 22) on the market, a combination of farm equipment including a combine and two tractors appeared. Driven by two different farm figures that would re-appear again in

BELOW Farming figure with brown leather jacket and yellow scarf used in Gift Set 22 and later farming models.





the seats of later tractor editions. Both sturdy men, one in a green overall and the other in a brown leather jacket and both with a yellow scarf. Of course a farm cannot do without animals, see the four calves in the Beast Carrier coupled to the Fordson Power Major Tractor (Gift Set 33), a farm hand working the sacks onto the Conveyor Belt with Jeep FC 150 (No.64), the five pigs in the back of the Dodge "Kew Fargo" Livestock Transporter (No.484) and again horses but now a mare and foal with the updated Land Rover and Rice's Beaufort Double Horse Box (Gift Set 15).

CIRCUS

The Chipperfield range is impressive, both in models and in figures, be it that they are mostly animals. Lions and polar bears with the Circus Animal Cage (No.1123), a friendly elephant with the Circus Land Rover and Elephant Cage on Trailer (Gift Set 19). Majestic circus horses with their stable on wheels are found in the Circus Horse Transporter (No.1130), while elegant giraffes feature in the Circus Giraffe Transporter (No.503). A yellow skirted chimpanzee attracts attention to the circus on the Circus Land Rover Parade Vehicle (No.487), tigers and partly newly moulded lions and bears in transparent cages on the Scammel Circus Menagerie Transporter

ABOVE LEFT Lion Clarence with spectacles and Paula on his back.

ABOVE RIGHT Poodles and charming dog trainer with Chipperfield Chevrolet Circus Truck (No.511).



ABOVE Aki Wakabayahi at the wheel, one of the scarce lady drivers in the Corgi range.

BELOW The Monkees Monkeemobile (No.227) with Micky Dolenz, Michael Nesmith, Peter Tork and Davy Jones.



ABOVE The Hardy Boys with their Rolls Royce (805.)

(No.1139) and finally the charming performing poodles on a green plastic disc with the Chevrolet Circus Truck (No.511). Also charming, as it is only here that we find a human figure in this range - the pretty female poodle trainer. She is possibly modelled after one of the members of the big Chipperfield family who started and owned this circus empire.

TV AND FILM

Corgi really became famous in the 1960 due to its TV and Film related models. Of course these models could not do without their corresponding figures. Starting with the Saint in his white Volvo P-1800 (No.258) who is, unfortunately, not really recognizable behind the wheel. This was followed up with the most successful of them all, James Bond in his Aston Martin D.B.5 (No.261) from the Bond film "Goldfinger". This time Corgi depicted a good look-a-like figure behind the wheel and included a "baddie" in blue overalls. After this Corgi really took off with this range. The detailed figures of The Avengers John Steed and Emma Peel with their Bentley and Lotus Elan (Gift Set 40), Napoleon Solo and Ilya Kuryakin as The Man from U.N.C.L.E. in their Oldsmobile "Trush-buster" (No.497), Batman and Robin in the Batmobile (No.267 and later



ABOVE Sunbeam Imp Police "Panda" (No.506).



ABOVE Dutch and German policemen in their Volkswagen 1200 Police Car (No.492).



ABOVE Firefighters with the American "LaFrance" Aerial Rescue Truck (No.1143).



ABOVE Firefighters with the Chevrolet Fire Chief Car (No.439)

also in the Batboat, No.107), Bertie Wooster and his manservant Jeeves with "The World of Wooster Bentley" (No.9004), again James Bond but now with Aki Wakabayashi from the Bond film You only live twice in the Toyota 2000 GT (No.336), and Dr Marsh Tracy as "Daktari" in the Daktari Set (Gift Sets 7 and 14). Also lesser known characters were staged like The Green Hornet in The Green Hornet's Black Beauty (No.268) and The Hardy Boys with their Rolls Royce (No.805). Tailored for the US market, which was important to Corgi in those years, may explain the extravagant Chitty Chitty Bang Bang (No.266) from the American film with the same title. Dick van Dyke, Sally Ann Howes and their two children wonderfully reduced to 1/43! Also from the other side of the Transatlantic came the pop band The Monkees with Micky Dolenz, Michael Nesmith, Peter Tork and Davy Jones in their Monkeemobile (No.227) and from England the most famous rock band ever, The Beatles, in their Yellow Submarine (No.803).

MARINE

Trailing a boat did of course also enhance playability of diecast so Corgi produced the Dolphin Cabin Cruiser on a trailer as part of the Riviera Set (Gift Set 31). Towed by a Buick "Riviera", with a neatly dressed captain at the helm and a young

female on water skis. The Glastron Sportsman Speedboat V171 with the Oldsmobile Toronado was a worthy successor (Gift Set 36) with a happy crew of three enjoying the sun and no doubt they will have come across the surfing Adonis who parked his Austin Mini Countryman with surfboards near the beach (No.485). For those who prefer paddling, Corgi issued the Rambler Marlin Fastback with Kayaks (Gift Set 10) with a figure in a kayak holding a paddle.

UTILITY

Corgi however did not forget about life on the street which added to a realistic toy scene.

A technician repairing a lamp with the Hydraulic Tower Wagon (Gift Set 14), taxi drivers spanning the globe from Bermuda with a Ford Thunderbird Taxi (No.430), to New York with a Chevrolet Impala Yellow Cab (480) and finally to London with the Austin taxi in the London Passenger Set (Gift Set 35). That set also came with a bus driver in the immortal Routemaster double deck bus and a London 'Bobby' directing the traffic from a platform. Corgi gave him a number of colleagues like the police dog handler with the Austin Mini Police Van (No.448), the austere cops in the Chevrolet Impala Police Car (No.481), a local keeper of the peace with the Sunbeam Imp Police "Panda" (No.506) and Dutch and German

//
Trailing a boat did of course also enhance playability of diecast so Corgi produced the Dolphin Cabin Cruiser on a trailer as part of the Riviera Set
//

Driving teachers and pupils in RHD and LHD Austin A60 De Luxe Saloon Driving School Car (263 and 255).



LEFT Team manager and driver in Citroën Tour de France Team Manager's Car (No.510).



ABOVE Skier with Citroën Safari Corgi Ski Club (No.475, second issue).



ABOVE Chrysler Imperial with two golfers and a surprise in the boot (No.248).



ABOVE The Beatles in their Yellow Submarine (No.803): Paul McCartney, John Lennon, George Harrison, Ringo Starr.



ABOVE Ford Consul Cortina Estate Car "woodie" (No.440) with golfer and caddie and golf bag on trolley.

policemen in their Volkswagen 1200 Police Car (No.492).

Fire fighters are also well represented in this range. The Chevrolet Fire Chief Car (No.439), the popular Simon Snorkel Fire Engine (1127) and the impressive American "LaFrance" Aerial Rescue Truck (No.1143) could be purchased.

We meet a milkman in the Commer Constructor Set (Gift Set 24), ice vendors in the Karrier Bantam Mister Softee Ice Cream Van (No.428) and also the Ford Thames Wall's Ice Cream Van (No.447), and snackbar vendors in the Karrier Bantam Joe's Diner Mobile Canteen (No.471). There are also driving teachers, both right and left hand drive, with the Austin A60 De Luxe Saloon Driving School Car (No.263 and No.250) and even politicians with the Land Rover public address vehicle (No.472).

SPORTS

Sporting figures played a large part in the Corgi scene. Golfers with the Chrysler Imperial (No.246) and Ford Cortina Estate Car (No.440), skiers and their rescuers with the various Citroën Safari Olympic editions (No.475, No.499 and No.513) and cyclist with Tour de France Set Renault 16 (Gift Set 13), driver, cameraman and Citroën Tour de France Team Manager's Car (No.510).

Decca Airfield Control Radar 424 Scanner (No.353).



Corgi was not the first to start with figures and accessories. The history of figures goes further back than model cars of course, for example toy soldiers. Figures with car models originated from Dinky as accessories to Hornby 0 gauge trains.



ABOVE Rotating ice vendor in Mister Softee's Ice Cream Van (No.428).



ABOVE Politicians with the Land Rover Public Address Vehicle (No.472).

Finally, we should not forget the most famous Corgi figure of them all: the Corgi dog lying on the parcel shelves of the Ghia L 6.4 Chrysler (No.241) and Ford Mustang Fastback 2 +2 (No.320).

VARIOUS ACCESSORIES

Although figures formed the major part of Corgi's playing field there are some interesting further accessories. For example, a service ramp that could be raised or lowered by cranking a lever at the front (1401). To accompany the military range there was a Radar Scanner mounted on a box structure (No.353). Still found on Corgi models in specialised shops and at auctions: self adhesive number plates, Running In labels, Road Fund licences, sports discs and white wall tyre trims. They all made the Corgi model car world more realistic (No.1460 -No.1464). The same goes for planks, bricks, milk churns and cement sacks loads that could be fitted on Corgi trucks and trailers (No.1485 – No.1488). There were suitcases big and small for Corgi models with opening boots, bonnets or rear windows like the Jaguar Mark X Saloon (No.238), the Volkswagen 1500 Karmann Ghia (No.239) and the MGB GT (No.327).

At this point Corgi kits should also be mentioned. In a time when plastic do-it-yourself kits of airplanes, warships and cars were very popular Corgi added its own kits to the range that could be used to build your own Corgi city. There were simple lamp standards (No.606), AA and RAC Telephone Boxes (No.602) and Bartley Garages (No.601). More complicated and therefore more fun to build were the Motel Chalet (No.611) and the wonderful stands that formed part of the Silverstone Racing Track: the Racing Pits (No.603), the Press Box (No.604) and the Clubhouse/Timekeeper's Box (No.605). The ultimate kit was the Shell/BP Service Station (No.608). A last special mention for a rather unique and rare accessory: the Corgi Carry Case containing a Shell service station with roof parking and underground storage (X400).

Corgi created a world of it's own for young children who belonged to the Babyboom generation. The Corgi world was filled with a great variety of diecast models that actually populated the roads and neighbourhoods of the real world and accessories like those mentioned above made this world even more realistic. ■

Source information

The Great Book of Corgi by Marcel Van Cleemput; TV & film diecasts by Dean Sheperd in *Diecast Collector* July 2010 issue and *Corgi – it(s) figures!*, a series of articles by Gijs Noordam in various *Diecast Collector* 2015 issues.



TOY TALES

Ed Karswell ponders the wonderful world of model collecting.

Swaps in the playground

How many readers remember watching Swap Shop on the TV? Or to be more exact BBC1's Multi-Coloured Swap Shop hosted by Noel Edmunds from 1976 to 1982. It was a magazine-style programme aimed at older children featuring news, music, quizzes and unsurprisingly of course, swapping. This worked via a phone in system; one person would say the item they had and what they wished to swap it for. The production team behind the programme then had, what was without doubt, the unenviable task of matching up the swappers with their desired items. I seem to recall they encouraged kids to list as many options as they could to increase their chances of getting a deal. Some of the demands could be fairly ambitious, such as, 'Tommy from Newcastle has a Matchbox Aircraft Transporter and would like to swap it for something like a Raleigh Grifter bike.' Yes, I bet he would!

Now, this idea was nothing new. Children have swapped their toys ever since toys came into being. The difference here is that the BBC must have thought that by using their corporate apparatus they could circumnavigate the politics, regret and near Machiavellian machinations that could plague a mere playground deal and turn it into something akin to Woolworths. We may never know the truth behind the scenes but I can reveal the biggest hurdle to swapping toys, by far, is always the same - it's the parents. Many parents would immediately suspect that their children were being taken advantage of in these situations regardless of who was swapping what. Little Kelvin from down the road would indeed get his hands on their sons new Raleigh Grifter by offering up the Matchbox Aircraft Transporter, with more likely than not, with a missing wheel or dodgy paintwork... it

had to be nipped in the bud at all costs! There would be forced marches, doors knocked on, grimaced smiles and expensive toys handed back to gullible owners.

It didn't always go wrong, this swapping malarkey, more often than not it was just an innocent way of getting something new to play with and moving on something that had outstayed its welcome. Whereas parents would sometimes (and quite understandably) see monetary value, children would only see play value. I can still remember my father standing in a toy shop incredulous that he was paying £1.25 for a "bit of plastic." Sorry, Star Wars (Ed: who knows what it might be worth now!?).

obvious mutual delight seemed to sway them. It was one of many deals and as I recall all equally painless.

Moving on to a slightly different arena, the early days of swapmeets were just that, a place to meet and swap models. Back then, because it was hard to find obsolete models, at any price, the only way to acquire them was to swap with fellow collectors. I myself managed to catch the tail end of this before swapmeets became toy fairs and cash was king. More innocent times? Maybe.

There are some areas where swapping still goes on. It's not uncommon for full size vehicle enthusiasts to swap with one another, doubtless with the same innocent

Some of the demands could be fairly ambitious, such as, "Tommy from Newcastle has a Matchbox Aircraft Transporter and would like to swap it for something like a Raleigh Grifter bike."...Yes, I bet he would!

Swaps, like business deals, were delicate affairs and had to be handled as such. Not all overtures were successful and some future hoarders appeared to take visible delight in refusing to deal whilst treating the coveted item with joyful disdain. Let the psychoanalysts pick the bones out of that one.

I was lucky in that my mate Andy was a serial swapper and proud of it. We were both mad about toys and our over active imaginations dictated frequent changes of the guard regarding our toy line up. Hence, when I had tired of my Cherilea motorcycle and sidecar combination it was duly swapped for a good haul of diecast cars. Happy days. Our Mums were initially dubious but our

quest for new toys they had as kids. In the commercial world, swapping has all but gone although I'm sure it still goes on between collectors. There will be always the buzz of getting your hands on something new without having to justify laying out hard cash.

Vigilance should not be dismissed altogether though, especially when it comes to childhood swapping. I remember one playground deal that involved swapping a pack of Wotsits for an Indian campaign medal, the value of which only became known at a much later date.... the names of those individuals involved have not been disclosed to protect the innocent. ■

Corgi through the years

Rick Wilson continues his series of year-by-year articles from the beginning of the brand in 1956. We continue the series with the models released during the second half of 1972.

Continuing on from the releases for the first half of 1972, as detailed in the April issue, there was still plenty yet to come before the end of the year. Featuring more of the new 1/36 scale Formula 1 cars and another great group of new models, things were still going pretty well.

Kicking off the second half, in July, was the outrageously-styled No.392 Bertone Shake Buggy. You could easily be forgiven for thinking that this was another fantasy design, but no! This amazing car was a real thing, albeit a one-off concept car, designed by Marcello Gandini. Bertone was supplying bodies to Chrysler Simca, in France, for its rear-engined 1200 S Coupé, so owner Nuccio Bertone and his Chief Designer, Gandini, developed a dune buggy based on the chassis of the Simca's longitudinal rear-engine layout in a bid to impress the decision makers at Simca to garner future work. Corgi's interpretation was a pretty accurate recreation of the real thing, adding the famous Bertone "b" to an Italian flag sticker on the nose. Usually found in a fabulously-garish yellow, it can also be found in Delft Pink.

But it wasn't all about that beautiful Bertone buggy, as July also saw the arrival of the next truck using the attractive Mack 'R' tractor unit – No.1106 Mack Container Truck. It was mated to a flatbed articulated trailer carrying two plastic moulded containers with opening rear doors. The cab and flatbed unit were both painted yellow and all the interior and exterior details were exactly as previous releases, with the exception of the front bumper, which was red rather than silver. The containers were moulded in red with white 'ACL' logo stickers on the sides and the roofs featured slots in the top so they could be lifted off the flatbed by a special nylon lifting sling supplied. This would work perfectly with another Mack R release coming shortly.

A tantalising trio appeared during August, including the next 1/36 scale racer – No.153 Team Surtees TS 9B F1 Car. This followed on nicely from the previous Surtees, released in the first half

1972
PART 2

ABOVE No.1106 Mack Container Truck, No.402 Police Cortina GXL, No.859 Mr McHenry's Trike with Zebedee Box, No.167 US Racing Buggy and No.153 Team Surtees TS 9B F1 Car. Image: Rick Wilson

of the year, but this time in the updated TS9 'B' specification. Just in case anyone got too carried away with their top speed, along came a modified version of the previously-released No.313 Ford Cortina GXL, now sporting Police graphics, roof-mounted sign and bumper-mounted siren – No.402 Police Cortina GXL. Finally, for the summer holidays, there was another model from *The Magic Roundabout* TV series to go with Dougal's car, released the previous year. No.859 Mr McHenry's Trike with Zebedee Box was another fabulous recreation, and featured Zebedee popping out the rear trailer.

Fast forward to October (there were no new releases during September), and Corgi made up for the missed month with four newbies. First up is the other Mack R-based vehicle, mentioned earlier – No.1154 Mack-Priestman Crane Truck. Not articulated, but mounted on a bespoke chassis, it came with the crane cab and jib from June's No.1153 release, this time fitted with a hook rather than a





ABOVE
No.392 Bertone Shake Buggy.
Image: Vectis

CORGI TOYS 1972 RELEASES – JULY TO DECEMBER					
No	Title	Scale	Released	Withdrawn	Sales
151	Yardley McLaren M19A	1/36	December	1977	911,000
153	Team Surtees TS 9B F1 Car	1/36	August	1974	261,000
167	U.S. Racing Buggy	-	December	1974	307,000
170	John Woolfe 208 Dragster	1/43	October	1977	287,000
392	Bertone Shake Buggy	1/40	July	1976	319,000
394	Datsun 240Z in East African Safari Finish	1/43	October	1977	316,000
402	Police Cortina GXL	1/43	August	1977	601,000
859	Mr McHenry's Trike with Zebedee Box	-	August	1974	182,000
1106	Mack Container Truck	1/48	July	1977	313,000
1154	Mack-Priestman Crane Truck	-	October	1976	260,000
GS19	Land Rover and Topsy Nipper Aircraft on Trailer	1/46	October	1977	558,000
Source: The Great Book of Corgi 1956-1983					



ABOVE No.394 Datsun 240Z in East African Safari Finish. Image: Vectis



ABOVE No.1154 Mack-Priestman Crane Truck. Image: Vectis



ABOVE No.151 Yardley McLaren M19A in both style of boxes and the Yardley soap and car set. Image: Rick Wilson

bucket – perfect for handling those new containers we were talking about.

A pair of sporty cars also released this month were a new quarter-mile dragster, No.170 John Woolfe 208 Dragster, featuring sponsorship from Radio Luxembourg 208, and No.394 Datsun 240Z in East African Safari Finish, both sold well and remained in the range until 1977. Finally for October was Gift Set 19 Land Rover and Topsy Nipper Aircraft on Trailer. It comprised No.438 Land Rover in blue, with an orange rear tilt, towing a matching blue trailer with a two-part light aircraft. This cute little plane had detachable wings, which were mounted alongside the fuselage on the trailer. Also lasting until 1977, this was a very popular release, going well past the half-million mark.

Another month was missed before the final two releases of the year arrived in December, both with a racing theme. No.167 US Racing Buggy was a fictional, generic dune racer, inspired by many of the crazy creations to be found racing around the

CORGITOYS 1972 JULY TO DECEMBER RELEASES PRODUCTION COLOURS		
No	Title	Colours produced
151	Yardley McLaren M19A	White/orange
153	Team Surtees TS 9B F1 Car	Red/white
167	U.S. Racing Buggy	White/red/blue
170	John Woolfe 208 Dragster	Blue/yellow
392	Bertone Shake Buggy	Yellow or Delft Pink
394	Datsun 240Z in East African Safari Finish	Red
402	Police Cortina GXL	White with stripes
859	Mr McHenry’s Trike with Zebedee Box	Red/yellow
1106	Mack Container Truck	Yellow/red
1154	Mack-Priestman Crane Truck	Red/yellow
GS19	Land Rover and Topsy Nipper Aircraft on Trailer	Blue/orange/yellow

Source: The Great Book of Corgi 1956-1983



ABOVE GS19 Land Rover and Topsy Nipper Aircraft on Trailer. Image: Vectis



ABOVE No.170 John Woolfe 208 Dragster. Image: Vectis

West Coast. It certainly made for an attractive model though. Finally for the year, along came another of the new 1/36 F1 cars – No.151 Yardley McLaren M19A.

This was to prove to be a popular model, lasting for a full five years until its withdrawal in 1977. With over 900,000 units sold in this time, there are still plenty to be found in good condition. The 1972 McLaren entries had worn sponsorship from Yardley, the cosmetics company, and the models were resplendent in a pretty authentic livery. At the beginning of 1973, just a few weeks after going on sale, Yardley decided to cash in on this and prepared a promotional pack that accounted for 250,000 examples of No.151. Presented in bespoke packaging, Corgi’s beauty was paired with a large bar of Yardley Black Label soap, carrying a proper 1970s scent.

Looking ahead to the next instalment, covering the 1973 releases, racing cars dominated, with the catalogue cover given over to the growing F1 range. There were other releases too, of course, though. ■

//

This cute little plane had detachable wings, which were mounted alongside the fuselage on the trailer.

//

TOP VINTAGE MODEL

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

The Foden 14-Ton Tanker

Over the years I have seen numerous fuel tankers on the road and at filling stations. But none of these vehicles, as far as I can remember, were Foden's. I saw other Foden lorries as flat beds, tippers using the early cabs and then the later more modern models. In the toy world, toy manufacturers produced a variety of Foden tankers for the young collectors of the day. Of course, Dinky Toys were no exception and introduced a number of tankers, some of which were Foden's.

The first Dinky Toys Foden 14-Ton Tanker number 504 arrived in December 1948 as a Dinky Supertoys model and is shown in that month's *Meccano Magazine* as a 'NEW' model. In the review it states 'The whole model has a splendid effect. It is massive in design and beautifully enamelled, the chassis in red with red wheel centres, the tank in a pleasing shade of grey, and the ladder and top walk in black. The bright radiator and bumper are helpful in giving the pleasing appearance that makes these Dinky Supertoys splendid additions to any layout'.

The model was also then available with a dark blue cab, chassis, and wheel centres plus a light blue tank. These models had the early straight sided radiators before the modern new style radiator, as seen in the 1952 Dinky Toys catalogue on the blue tanker. This tanker is illustrated on the front cover of the catalogue. The models were in brown, green or blue card lift off lid boxes.

With the renumbering of Dinky Toys in 1954 the red tanker was designated as the Foden 14-Ton Tanker 'Mobilgas' (No.941). The sides of the tank body had transfers for 'Mobilgas' and the flying horse trade mark shield, which is also on the rear of the tanker body. This model appears to have been deleted during 1954.

In the *Dinky Toys Catalogue* of 1955, the



ABOVE Dinky Supertoys Foden 14-Ton Tanker (No.504) in blue and light blue tank, red with a fawn tank and the later red model with its new radiator.



Dinky Supertoys Foden 14-Ton Tanker Mobilgas (No.504/941) and Regent (No.942).

Foden 14-Ton Tanker is illustrated in colour with a new livery for 'Regent' and has the new number of 942. The model has a dark blue cab and chassis with red wheels. The tank body has dark blue for the lower section and red for the top divided by a white line. On the body is 'Regent' and the rear carries a transfer with 'TT' and 'Regent' inside an outline of a petrol pump globe. The

The Dinky Toys Collectors' Association

The Dinky Supertoys Foden's are still extremely collectable in their various body styles. The tankers with liveries especially so. They often feature in the DTCA Journal with illustrations. You can find out more or join by visiting the website www.dtcawebsite.com.

1956 *Dinky Toys Catalogue* shows the model leaving the Mersey Tunnel in Liverpool! This tanker was deleted in 1957 and both these tankers had been sold in the blue and white striped lift of lid boxes.

The first Dinky Supertoys Foden was based on the Foden DG produced from 1936 to 1948. The second was from the FG range. The origins of the company started in 1856 under the name of Hancock and Foden and were involved with engineering. They went on to build agricultural machinery followed by steam traction engines and then steam lorries. Diesel vehicles replaced the steam models and Foden continued producing heavy duty vehicles. ■

A-Z of diecast

In which **Alwyn Brice** reaches the letter E in his diecast round-up.

As it's an E month this time around, I'll start with Ebbro. The trademark of Miniature Model Planning, which is based in Shizuoka, Japan, Ebbro's main focus seems to be on the 1/43 scale market although other scales are also entertained. The 1/20 and 1/24 plastic models (why generate two scales so closely allied, one wonders?), for example, are essentially beautiful, upmarket kits, which sadly will alienate collectors lacking modelling skills, and so perhaps will have less appeal to the average collector. The models that I've seen falling into these scales tend to be Formula 1 race cars and Citroen road vehicles (an odd mix, I grant you) and they are typically limited in production numbers.

Now three decades old, Ebbro has become popular for its diecast output. Japanese vehicles are well covered (Nissan, Subaru, Toyota and Honda are all represented) but equally, you can find many other car marques within its catalogue. It's not just road cars, either – GT cars are also available, if you like colourful liveries.

In terms of price, these models will not break the bank but be aware that many, if not all, seem to be produced in certain colourways, which are subsequently deleted and another colour substituted. The red Lotus Europa, for example, has given way to blue and yellow and white versions. Don't expect opening features on these models but that is atoned for by quality assembly and finish. Aside from 1/43, however, if you embrace two-wheeled transport, then the company's huge 1/10 scale motorcycle range is certainly worth a look.

There is an active pre-owned market on the internet, too, should your finances be tight.

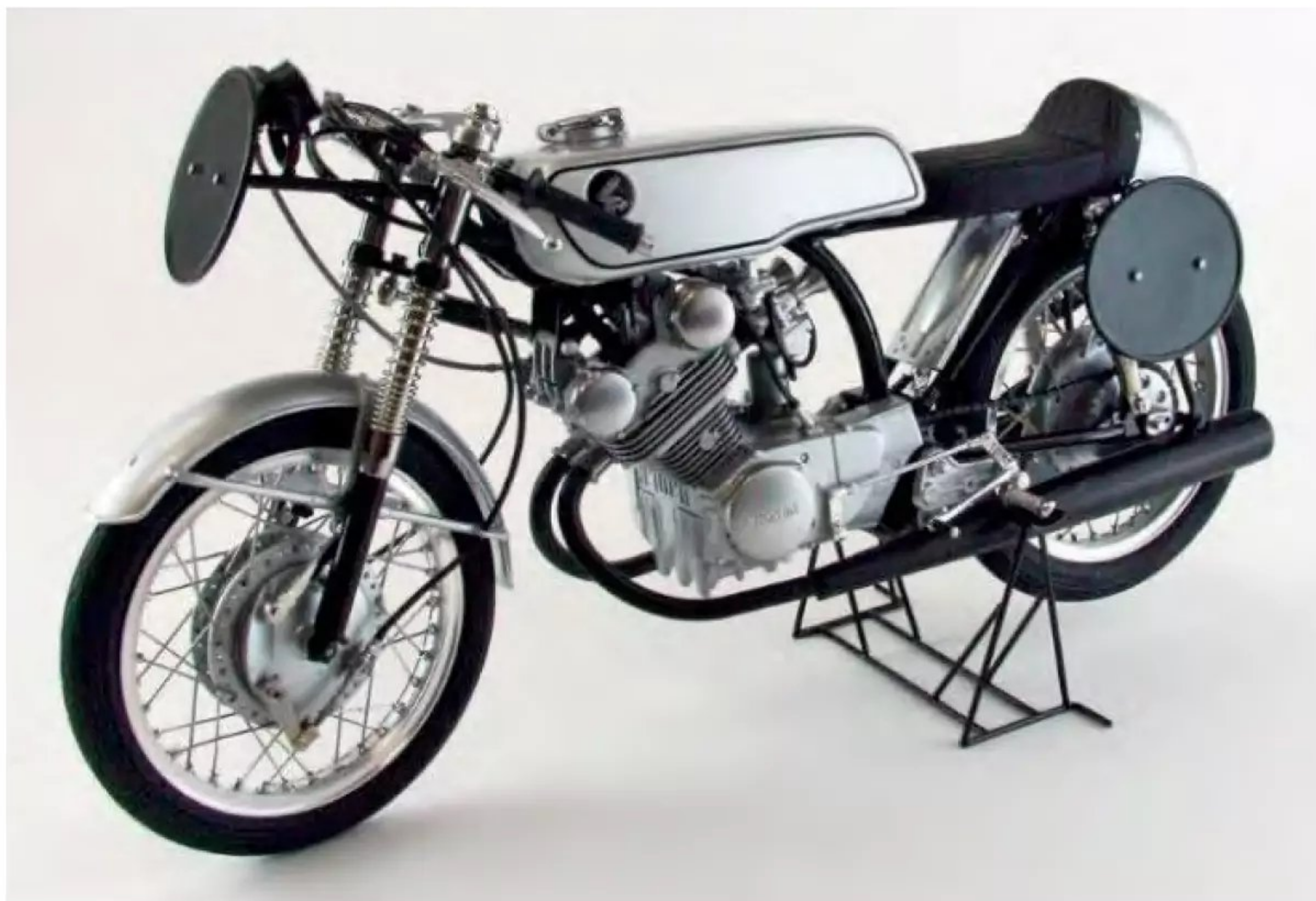
WHERE EXCLUSIVITY RULES

Exoto is a rather well-known brand but the vehicles within its range are perhaps unlikely to be glimpsed in too many collectors' cabinets. Why? Well, unless your family are in the oil business or you're heir to a goldmine, the cost of these jewels will set your eyes watering.

This US-based company began life in the mid-1980s, initially concerning itself with automotive accessories, before taking the plunge into the world of the miniature diecast. With a philosophy that aimed at putting the marque squarely at the pinnacle of the marketplace, Exoto's moniker has become synonymous with extremely high quality and attention to detail.

Mainly concerned with 1/10, 1/18 and the ever-popular 1/43 scales, its range is large, encompassing as it does F1 cars, road cars and GT cars, both modern and historic. Add to these a selection of figurines (over 70 are listed in 1/18 scale) and realistic diorama bases, and you have a breathtaking choice.

Exoto's range will certainly have something for



ABOVE Like bikes? This 1/10 scale Honda CR93 from Ebbro merits investigation - and is just one of a large range.



ABOVE Big, 1/20 scale works best for Ebbro: this is the F1 Honda from the Mexican 1965 Grand Prix.



ABOVE If you're into bizarre, then Ebbro's Fujicabin 5A transport with its single headlight (yes, really) might just appeal.

everyone; you'd be a hard-nosed enthusiast not to fall in love with either a car or a car transporter (yes, these peripheral collectables modelled in 1/43 are also simply stunning). Expect, in addition to the detail, removable panels and opening features on these models, all of which simply add to the overall experience. You can even specify a certain finish on cars, be it dirt or weathered – or a very fine paint process.

Then there's the Studio Artistique range, which comprises completely knocked down models mounted in a shadow box: every last nut and bolt is present and the gorgeous, kit-like result that displays the car in component format is truly something to behold. As, incidentally, is the price.

For those impecunious collectors tempted by these transatlantic gems, solace can be sought in a small range of 1/64 racing cars that will, fortunately, leave you enough in the bank to shop for bread and cheese thereafter.



ABOVE Jaguar D Type from Exoto in 1/18 scale shows Ecurie Ecosse car in blue, a change from traditional Racing Green.



ABOVE Gorgeous, Gallic Citroen ID Estate (or Break as the French would say) typifies Eligor's output.



ABOVE This Eligor Citroen Traction Avant model in wartime colours can also be found in the Solido range.

ABOVE Simply beautiful and ready to race: Exoto's iconic GT40 in Gulf colours.



ABOVE The real thing? No, but this is the level of detail you get with an Exoto replica.

THE FRENCH CONNECTION

If Exoto is very much centred upon the well-heeled amongst the collecting fraternity, Eligor is the complete reverse.

Hailing from across the Channel, Eligor is fast approaching its 60th birthday, having its roots in the mid-1970s. If you're a Francophile, then you're going to love Eligor, for much of its output has been focused the French automotive industry. True, you can brush up your French with the likes of CIJ and that giant Solido – but Eligor has certainly brought a lot of popular French cars and vans to the market over the years, along with some workaday models that won't set the pulse racing. The company has undergone several changes of ownership over the years but despite that, has remained faithful to its core output.

As usual, it's the popular 1/43 scale that dominates here and you can find examples of cars dating back to the 1920s, with a bit of patience: its Bugatti T35 is a particularly pleasing model, for example, and of course, has to be purchased in French racing blue. But Eligor's long suit is arguably that of the 1950s and 1960s, and so a collector can revel in the likes of Peugeot, Citroen, Renault, Panhard, Talbot and Delage, as well as Simca and Matra. Having said that, other (foreign) car makes also get a look-in, so count on Rolls Royce, Triumph and Mercedes, to name just three.

Models are well made for the price bracket (Eligor, rather like Brumm, was keen to underline the fact that these creations were not toys but rather were aimed at the collector) and usually include opening features. It's a measure of the popularity of the company that a number of its earlier production have remained available many years later; that said, new models have been introduced, and there has been a move towards heavy commercial transport in more recent years, possibly reflecting the growing collector interest in this area. Eligor has also added the 1/64 scale to its catalogue, again doubtless in line with other manufacturers.

And... if you fall in love with Eligor, then you might want to collect its small but interesting 1/20 range of Citroen Traction Avant cars. I believe that the company's very earliest manufacture was in this scale but the Traction Avant range offers a number of cars in different colour schemes, as well as a diecast metal kit to ring the changes. Helpfully, prices remain modest for these creations.

Bonne chance! ■



ABOVE A little more upmarket in terms of price, but the Eligor articulated lorries certainly look the part.

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LITTLEWORTH
MODELS

Superfast 1969-1982

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

Number 46 during the Lesney-era Superfast range comprises an updated old favourite, a new futuristic emergency vehicle and a realistic tractor...

MERCEDES 300 SE

Production: 1970-72

Catalogue: 1970-72

Box Styles: F, G

When it made the jump to Superfast in 1970, this old regular wheels favourite also changed from blue to varying shades of an orangey-gold colour, as shown above, although this is at the darker end of the variance spectrum.

Lasting in the range up to and including 1972, it was to be replaced by a rather fanciful emergency vehicle.

STRETCHA FETCHA AMBULANCE

Production: 1972-78

Catalogue: 1973-78

Box Styles: I

This was the first of several new and futuristic commercial vehicles in the Matchbox series.

Stretcha Fetcha was a boxy ambulance with a very small bonnet. The main body was white, with a red base and grille, plus blue-tinted glazing and dome lights. The cream interior featured a very comfy looking cab, and an injured patient in the rear. The back door opened with a very satisfying 'click', and stayed open.

As an ambulance, it was always painted white with Red Cross stickers on the sides, except for the German market, where it was all red with an 'Unfall Rettung' (accident rescue) label on each side.

Stretcha Fetcha was another model to appear as an American limited edition in 1977. This version was decked out as a custom panel van, Viper Van, in light green with amber glazing. Some later issues of Stretcha Fetcha were fitted with the yellow windows from Viper Van.

Stretcha Fetcha can also be found included in the Two Packs Emergency Vehicles offering, unchanged from the normal 1-75 version.

FORD TRACTOR & HARROW

Production: 1978-82

Catalogue: 1979-82

Box Styles: L

Ford Tractor & Harrow was a realistic tractor model



RIGHT Mercedes 300 SE has an opening boot, a feature carried over from its regular wheels days.



that effectively replaced the unrealistic, hot rod-style, Mod Tractor in the range. It was based on a British-built Ford 4000 series tractor with the optional cab and was painted the correct mid-blue of a Ford tractor with the base, engine and trailer hitch in bare metal. The black plastic wheels were unique to this model; some examples had the wheel hubs printed in yellow.

The interior was in cream plastic but, unfortunately, the cab was unglazed and there was no exhaust stack. Included in the box was a single-piece disc harrow in yellow plastic.

In 1981, the colour was changed to a non-prototypical metallic green, but two years later it reverted back to blue with a silver-grey painted base and engine. Ford Tractor was also a mainstay of the Two Pack range from 1979 through to 1990 where it was paired with the old Hay Trailer instead of the harrow.

It was also included in many agricultural gift sets, with later versions in yellow with red stripes printed along the sides. ■

AUCTION NEWS

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DIECAST DAZE

Warwick and Warwick's recent auction featured many diecast models, with Corgi and Dinky doing well. A Corgi Aviation lot achieved £1,240 but the older toys also performed. The Corgi Chipperfields Poodle Truck (No. 511) sold for its estimate of £110 while a Dinky 513 Guy Flat Truck with tailboard, the first cab type featuring a grey cab and flatbed with black chassis, wings and hubs, sold for £120. The Dinky Vega Major luxury coach with purple paintwork and a blue interior raised £110, exceeding estimate.

Shackleton Fodens are always popular and the FG 6-wheel Platform Lorry (with blue body and red wings, a grey chassis and fuel tanks) in a blue and yellow box, together with a Dyson

A dog's life? Original Chipperfield Circus transport continues to attract the collector..

8-ton Drawbar Trailer (again in blue, red and grey) in red a and yellow box was bid to £300.

The last lot of the diecast section included a variety of Western Models with a 1933 Campbell - Rolls Royce, a 1929 Golden Arrow, a Mercedes C111/3, a 1927 Sunbeam and a Railton record car. The lot also contained a 1938 Thunderbolt, a 1939 MG EX135, the Bluebird record car, a 1936 Speed of the Wind and a 1955 Jaguar D-Type. This lot sold for a healthy £525.

Finally, on the bigger scale front, a delightful CMC 1957 Fiat RN2 Bartoletti Ferrari Transporter sold for £1,150, against an estimate of £500. ■



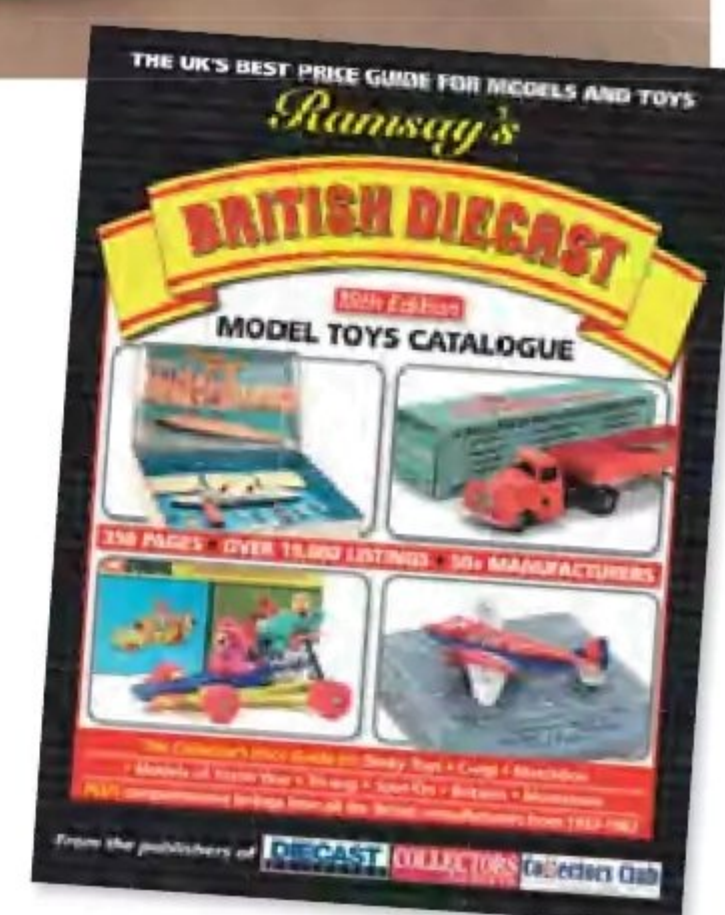
WHAT'S YOUR COLLECTION WORTH?

We've got some great news for diecast collectors and dealers because the 18th edition of *Ramsay's British Diecast Model Toys Catalogue* is still available to buy in stores or direct from Warners Group Publications. To ensure you don't miss out on your copy of this indispensable reference guide, you can buy your copy today.

The 18th edition is the best Ramsay's ever, fully updated with 356 pages crammed with more than 19,000 listings. In fact, more new models, pre-production pieces or unusual market variations have been added to this latest catalogue, ensuring it retains its reputation as the 'bible' for any serious diecast collectors and dealers.

As in previous editions, each manufacturer has been allocated its own section with models listed by their model numbers. Every model is given a Market Price Range (MPR). The price gap between the lower and higher figures indicates the likely price range a collector should expect to pay for the model.

Order your copy today by calling **01778 392006** or online at **www.ccofgb.uk/ramseys18**. If you would prefer a digital download, we have also produced special editions of the 18th Edition. Split over 5 collections, and starting at just £4.99 each, the digital specials can be purchased via **www.ccofgb.uk/ramseys-collection**. ■



LOOKING FOR A JOB IN THE AUCTION INDUSTRY?

Vectis Auctions are once again expanding its team and are seeking a *Star Wars* / TV and film expert.

As a *Star Wars* and TV/Film Collectables Specialist for Vectis Auctions, you will catalogue collectables to be sold on its online auction platform.

An excellent knowledge of collectables is required in your chosen field... which could be anything from, *Star Wars*, *Star*

Trek, *Lord of the Rings*, super heros, *Thunderbirds*, *Transformers* and the merchandise associated with them etc. Speed, accuracy and a passion for collectables are all qualities required by Vectis to fulfil its vision to become the UK's largest, premium collectables auction company.

Key accountabilities for the job include:

- Be a part of the Cataloguing Team and contribute to meetings.

- Support other cataloguers as required with sales.
- Input titles, descriptions and estimates into the Vectis auction system.
- Identify collectables and sort collections into "lots"
- Work with enthusiasm and at pace.
- Ability to learn and share expertise of products.
- Liaise with customers to determine if the collection is

suitable for auction.

- Support customers enquiries and resolve customer issues
- Attend exhibitions and promote Vectis to the wider community

So if this sounds like you, and you are interested in making your hobby a career, send a CV and covering letter detailing your area of expertise to **admin@vectis.co.uk** (only applications with a covering letter will be considered). And good luck! ■

EBAY 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:** Dinky Supertoys 992 Avro Vulcan Delta Wing Bomber
Condition: excellent in original outer box, one of only 500 produced
Sold for: £1,020 (16 bids)



- **Item:** Britains Deutz-Fahr Gift Set No.9643
Condition: mint in box, slight wear on inner plastic casing
Sold for: £552 (27 bids)



- **Item:** Lesney Matchbox Superfast MB74 Fiat Abarth
Condition: excellent, original but unboxed pre-production model
Sold for: £930 (15 bids)



- **Item:** Tri-ang Spot On 211 Austin Seven
Condition: excellent with all original paintwork, outer box is good
Sold for: £817 (4 bids)



- **Item:** Eaglemoss James Bond Goldfinger Aston Martin DB5
Condition: excellent, 1/8 scale with working lights, horn and radar screen
Sold for: £1,010 (10 bids)



- **Item:** Corgi Toys Gift Set 41
Condition: near mint, with original outer box and excellent models inside
Sold for: £753 (27 bids)



- **Item:** Tonka NZ Big Mike Dual Hydraulic Dump Truck
Condition: well-loved but completely untouched and original, hydraulics work
Sold for: £560 (35 bids)



- **Item:** Corgi Gift Set 41 Transporter Set with 6 cars
Condition: excellent, all original and genuine vehicles, rare to find
Sold for: £770 (25 bids)



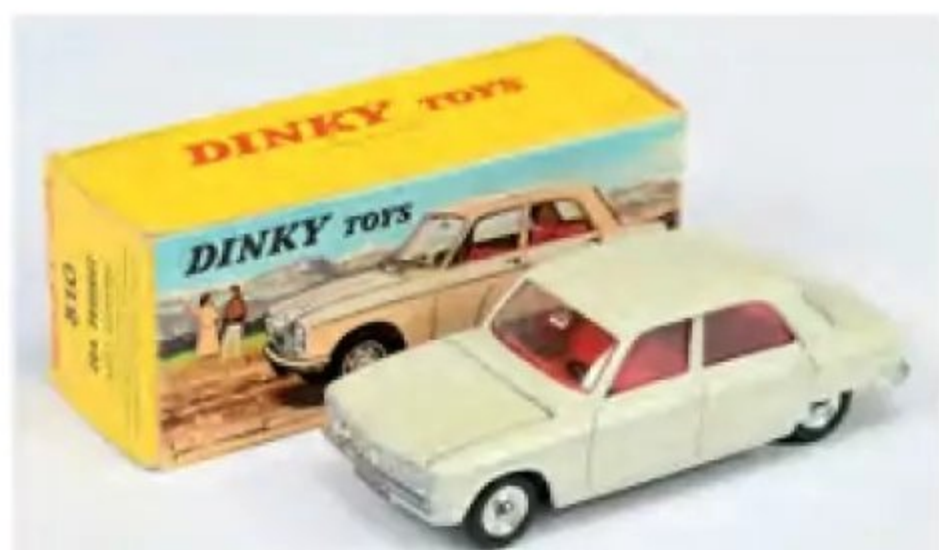
- **Item:** Dinky Customised Land Rover 202
Condition: unopened mint model in mint ex shop stock outer box
Sold for: £550 (30 bids)

SALE RESULTS

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■ **French Dinky Toys 24L 2CV Vespa 400**, blue body, dark grey roof, silver trim and convex hubs. Near mint (small flat spot to one rear tyre) in a good plus yellow and red carded picture box. **Sold for £60, Vectis Auctions, March.**



■ **French Dinky Toys 510 Peugeot 204 Saloon**, cream body, red interior, silver trim and concave hubs. Excellent plus in a excellent yellow and red carded box with detailed picture. **Sold for £70, Vectis Auctions, March.**



■ **French Dinky Toys 512 Leskokart**, blue with red and grey driver, white helmet. Near mint in a excellent yellow and red carded picture box (small label attached). **Sold for £90, Vectis Auctions, March.**



■ **French Dinky Toys 534 Citroen DS19**, ark red body, cream roof, ivory interior, silver trim and concave hubs. Excellent (a couple of small marks on roof edges) in a good plus yellow and red carded box with detailed picture. **Sold for £100, Vectis Auctions, March.**



■ **French Dinky Toys 538 Ford Taunus 12M Saloon**, coral body, ivory interior, silver trim and concave hubs. Good plus lovely bright example in a good plus to excellent yellow and red carded box with detailed picture. **Sold for £50, Vectis Auctions, March.**



■ **French Dinky Toys 540 Opel Kadett Saloon**, very pale green, ivory interior, silver trim and concave hubs. Good plus in a good yellow and red carded box with detailed picture. **Sold for £50, Vectis Auctions, March.**



■ **French Dinky Toys 544 Simca Aronde P60 Saloon**, reddish-brown body, off white roof, silver trim and side flashes, chrome convex hubs. Good plus to excellent bright example in a good plus yellow and red carded picture box. **Sold for £40, Vectis Auctions, March.**



■ **French Dinky Toys 545 De Soto Diplomat**, coral body with black roof, silver trim and chrome concave hubs. Excellent plus in a good (slightly grubby) yellow and red carded picture box. **Sold for £80, Vectis Auctions, March.**



■ **French Dinky Toys 549 Borgward Isabella Coupe**, silver body, red interior, concave hubs. Good plus to excellent (does have mark on bonnet) in a good plus to excellent yellow and red carded picture box. **Sold for £40, Vectis Auctions, March.**



■ **French Dinky Toys 551 Rolls Royce Silver Wraith Saloon**, two-tone grey body, chrome trim and spun hubs. Excellent in a good (grubby) plain yellow and red box. **Sold for £35, Vectis Auctions, March.**



■ **French Dinky Toys 552 Chevrolet Corvair**, pale blue, ivory interior, silver trim and Concave hubs. Good plus (does have some roof marks) in a good plus yellow and red carded picture box. **Sold for £35, Vectis Auctions, March.**



■ **French Dinky Toys 554 Opel Rekord**, deep coral body, cream roof, pale grey interior, silver trim and chrome concave hubs. Good plus to excellent bright example in a good Plus yellow and red carded picture box. **Sold for £60, Vectis Auctions, March.**



■ **French Dinky Toys 556 Citroen ID19 "Ambulance Municipale"**, grey body, cream roof with red light, off white interior, silver trim and concave hubs. Good plus still a bright example in a good to good plus yellow and red carded picture box. **Sold for £80, Vectis Auctions, March.**



■ **French Dinky Toys 1410 Moskvitch Saloon**, dark red body, ivory interior, chrome trim and concave hubs. Excellent plus in a good plus to excellent yellow and red carded picture box. **Sold for £70, Vectis Auctions, March.**



■ **French Dinky Toys 1417 Matra F1 Racing Car**, blue body, white front flash with decals applied. Good plus in a good (grubby) yellow and red carded picture box. **Sold for £25, Vectis Auctions, March.**



■ **Spanish Dinky Toys 500 Citroen 2CV**, orange body, ivory interior, silver trim and concave hubs. Good plus including yellow and red carded picture box. **Sold for £40, Vectis Auctions, March.**



■ **Spanish Dinky Toys 510 Peugeot 204 Saloon**, cream body, red interior, silver trim and concave hubs. Excellent plus in a good plus carded picture box. **Sold for £35, Vectis Auctions, March.**



■ **Spanish Dinky Toys 538 Renault 16TX Saloon**, metallic purple body, light tan interior, silver trim and Concave hubs. Excellent plus in a good plus yellow and red carded picture box. **Sold for £70, Vectis Auctions, March.**



■ **Spanish Dinky Toys 1413 Citroen Dyane saloon**, pale grey body and roof panel, red interior, silver trim and concave hubs. Near mint in a good plus yellow and red carded picture box. **Sold for £45, Vectis Auctions, March.**



■ **Spanish Dinky Toys 1415 Peugeot 504 Saloon**, cream body, black interior, chrome trim and hubs. Good including carded box still a bright example. **Sold for £35, Vectis Auctions, March.**



■ **Spanish Dinky Toys 1424 Renault 12TL Saloon**, yellow body, black interior, chrome trim and concave hubs. Excellent plus in a good plus to excellent yellow and red carded picture box. **Sold for £40, Vectis Auctions, March.**



■ **Spanish Dinky Toys 1450 Simca 1500 "Police" Car**, black and white, blue roof light, tan interior and concave hubs. Near mint in good plus yellow and red carded picture box. **Sold for £80, Vectis Auctions, March.**



■ **Spanish Dinky Toys 1453 Renault 6 Saloon**, grey body, beige interior, silver trim and concave hubs. Near mint in a good plus displays well yellow and red carded picture box. **Sold for £35, Vectis Auctions, March.**



■ **Spanish Dinky Toys 011539 Volkswagen Sirocco**, metallic green, brown interior, silver trim and cast hubs. Near mint in an excellent yellow and red carded box. **Sold for £45, Vectis Auctions, March.**



■ **Spanish Dinky Toys 011541 Ford Fiesta**, metallic blue body, cream interior, tinted windows, silver trim and cast hubs. Mint in a good plus to excellent yellow and red carded picture box. **Sold for £70, Vectis Auctions, March.**



■ **Spanish Dinky Toys 011543 Opel Ascona**, orange body, brown interior, silver trim and cast hubs. Excellent including yellow and red carded picture box. **Sold for £50, Vectis Auctions, March.**



■ **Spanish Dinky Toys 011452 Peugeot 504 Saloon**, metallic brown, black interior, chrome trim and concave hubs. Near mint in a good plus yellow and red carded picture box. **Sold for £60, Vectis Auctions, March.**



■ **Spanish Dinky Toys 011454 Simca Matra Bagheera**, green body, black body and base, cast hubs. Excellent (slight corrosion to one front hub) in a good plus yellow and red carded picture box. **Sold for £50, Vectis Auctions, March.**



■ **Spanish Dinky Toys 011455 Citroen CX Pallas**, metallic blue, black body silver trim, concave hubs. Near mint in a good yellow and red carded picture box. **Sold for £110, Vectis Auctions, March.**



■ **Dinky Toys Trade Pack containing 23F Alfa Romeo Racing Car**, red body and rigid hubs with figure driver. Fair in a good plus yellow lift of lid trade box. **Sold for £60, Vectis Auctions, March.**



■ **Dinky Toys 23H Ferrari Racing Car**, blue, yellow nose and rigid hubs and racing No.5. Good plus to excellent in a good yellow and red carded picture box. **Sold for £70, Vectis Auctions, March.**



■ **Dinky Toys 40J Austin Somerset Saloon**, light blue body, mid-blue rigid hubs and silver trim (correct 40J baseplate). Good plus to fair to good carded box. **Sold for £50, Vectis Auctions, March.**



■ **Dinky Toys 132 Packard Convertible**, green body, red interior and rigid hubs, silver trim. Excellent in a good plus beautiful example carded picture box with inner packing piece. **Sold for £60, Vectis Auctions, March.**



■ **French Dinky Toys 25B Peugeot Fourgon "Lampe Mazda"**, two-tone yellow and green including convex hubs, silver trim. Good plus in a good to good plus yellow and red carded picture box. **Sold for £100, Vectis Auctions, March.**



■ **French Dinky Toys 25BV Peugeot Fourgon "Postes"**, green body and convex hubs, silver trim. Excellent in a good plus carded picture box displays well. **Sold for £100, Vectis Auctions, March.**



■ **French Dinky Toys 25CG Citroen Type H Van "Gervais"**, cream body and convex hubs, silver trim. Good to good plus in a good carded picture box. **Sold for £50, Vectis Auctions, March.**



■ **French Dinky Toys 25D Citroen 2CV Van "Brandweer"**, red body and concave hubs, silver trim. Excellent in a good yellow and red carded picture box. **Sold for £70, Vectis Auctions, March.**



■ **French Dinky Toys 29F Autocar Chausson**, two-tone cream and blue, convex hubs, silver trim. Excellent in a good plus yellow and red carded picture box. **Sold for £110, Vectis Auctions, March.**



■ **French Dinky Toys 32D Auto-Echelle De Pompiers**, red body, silver trim and platforms, convex hubs and chrome ladder. Good plus in a fair blue and white striped lift off lid box. **Sold for £40, Vectis Auctions, March.**



■ **French Dinky Toys 32E Berliet Fire Truck**, red, silver trim and side platforms, convex hubs, detachable reels and ladder. Excellent in a good blue and white striped lift off lid box. **Sold for £35, Vectis Auctions, March.**



■ **French Dinky Toys 33C Simca Cargo**, yellow cab, chassis and convex hubs, silver trim with mirror and glass load. Excellent in a good plus yellow and red carded picture box. **Sold for £90, Vectis Auctions, March.**



■ **Dinky Toys 400 BEV Electric Truck**, mid-blue including rigid hubs, tow hook and light tan figure driver. Excellent in a good plus yellow and red carded picture box. **Sold for £70, Vectis Auctions, March.**



■ **Dinky Toys 425 Bedford TK Truck "Hall & Co Ltd"**, red body, back and plastic hubs, silver chassis and trim, black bumper and blue interior. Good plus to excellent bright example in a good plus lift off lid box. **Sold for £45, Vectis Auctions, March.**



■ **Dinky Toys/Hornby Pre-War (O Gauge) No.1 Station Staff 5-piece Figure Set**, conditions are fair to good plus including green lift off lid box with inner carded tray. **Sold for £45, Vectis Auctions, March.**



■ **Dinky Toys Pre-War No.15 Railway Signals Set**, to include 6-pieces. Conditions are fair to good in a fair yellow lift off lid box with inner tray. **Sold for £70, Vectis Auctions, March.**



■ **Shackleton David Brown Trackmaster 30**, tractor with clockwork motor, finished in red with black rubber tracks. Generally good plus to excellent lovely bright example (couple of very minor paint touch-ins). Still displays well, with chimney stack and key in fair lift-off lid box. A hard item to find. **Sold for £2400, Vectis Auctions, March.**



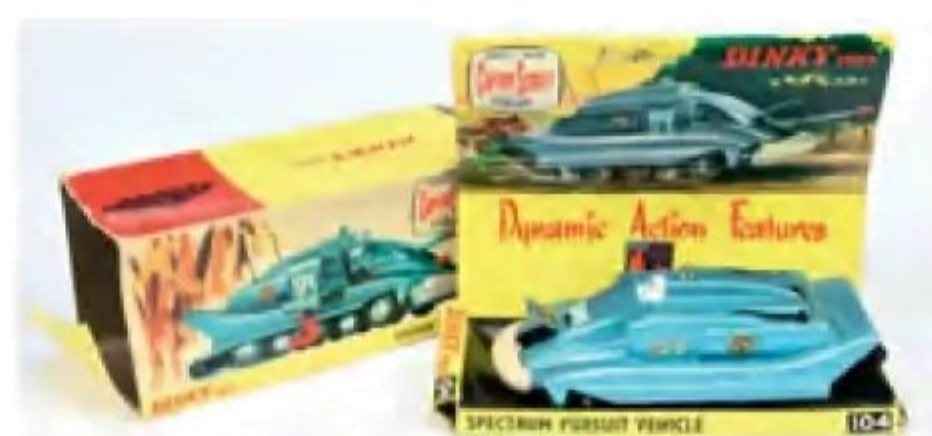
■ **Corgi Toys 261 "James Bond" Aston Martin DB5** from the film "Goldfinger", gold body, red interior, wire wheels with "Bond & Bandit" figures. Good plus including inner pictorial stand, outer blue and yellow carded picture box is good (slightly grubby) with pack containing instruction and collectors club leaflets only. **Sold for £90, Vectis Auctions, March.**



■ **Corgi Toys 267 "Batman" Batmobile (1st Issue)**, black body, red bat hubs, aerial with "Batman & Robin" figures. Good plus to excellent in a poor blue and yellow carded picture box inner pictorial stand which is fair with envelope lapel badge and folded leaflets. **Sold for £170, Vectis Auctions, March.**



■ **Corgi Toys 497 "The Man From Uncle" Thrushbuster**, blue body, cast hubs with Waverly Ring. Poor to fair in a fair (detached end flap) blue and yellow carded picture box, inner pictorial stand is good plus. **Sold for £90, Vectis Auctions, March.**



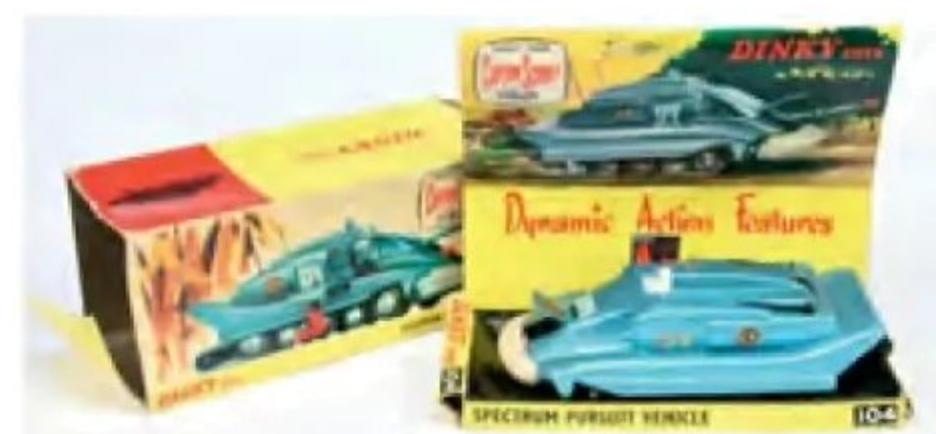
■ **Dinky Toys 104 "Captain Scarlet" SPV**, blue, white front bumper, cast spun hubs, black aerals with original missile and instruction leaflet. Good plus in a poor carded picture box with a good inner carded pictorial stand. **Sold for £70, Vectis Auctions, March.**



■ **Corgi Toys 261 "James Bond" Aston Martin DB5** from the film "Goldfinger", gold body, red interior, wire wheels with "Bond & Bandit" figure. Good including blue and yellow carded picture box, inner pictorial stand is good plus with folded leaflet only. **Sold for £80, Vectis Auctions, March.**



■ **Corgi Toys 336 "James Bond" Toyota 2000GT** taken from the film "You Only Live Twice", white body, red aerial, black interior with "Bond & Aki" figures, wire wheels. Good plus bright example, carded picture box, inner pictorial stand is good with envelope folded leaflet and some loose missiles. **Sold for £150, Vectis Auctions, March.**



■ **Dinky Toys 104 "Captain Scarlet" SPV**, blue, white front bumper, cast spun hubs, black aerals with original missile and instruction leaflet. Good plus in a poor carded picture box with a good inner carded pictorial stand. **Sold for £80, Vectis Auctions, March.**



■ **Corgi Toys 852 "The Magic Roundabout" carousel**, blue, yellow and white with correct 5 figures including Rosie etc. Good plus to excellent (un-tested) in a good plus carded picture box. **Sold for £190, Vectis Auctions, March.**



■ **Corgi Toys 808 "Basil Brush" Car**, yellow chassis, red body and plastic hubs with "Basil Brush" figure. Excellent in a good plus bright example blue and yellow carded picture box complete with tape and sound box. **Sold for £110, Vectis Auctions, March.**



■ **Corgi Toys GS40 "The Avengers" Gift Set**, "John Steeds" vintage Bentley with 3 umbrellas and Lotus Elan S2 Sports Car. White body black interior with "Emma Peel" figure. Fair to good in a fair to good blue and yellow carded picture box and inner tray. **Sold for £140, Vectis Auctions, March.**



■ **Corgi Toys 327 MGB GT Sports Car**, red body, pale blue interior and black luggage case, wire wheels, chrome trim. Excellent in a good plus to excellent blue and yellow carded picture box with collectors club folded leaflet. **Sold for £140, Vectis Auctions, March.**



■ **Corgi toys GS4 Gift Set "RAF" to include Land Rover "RAF"**, blue including tinplate tilt, flat spun hubs and metal tow hook. Bloodhound Guided Missile red, yellow and white, launching ramp green with flat spun hubs and launcher green, cream and silver. Conditions are generally good plus bright examples in a fair blue and yellow lift off lid with yellow base is fair to good with correct inner tray and packing pieces. **Sold for £130, Vectis Auctions, March.**



■ **Danbury Mint "James Bond" Aston Martin DB5**, this hard to find chrome plated issue (approximately 1/36th scale) is generally near mint with excellent plus wooden plinth with chrome "007 James Bond Aston Martin DB5 007" plaque and plain outer transit box. **Sold for £150, Vectis Auctions, March.**



■ **Corgi Toys 218 Aston Martin DB4**, red body with open vent, lemon interior, silver trim and flat spun hubs. Excellent (some small paint touch-ins) lovely bright example in a good plus blue and yellow carded picture box with harder to find instruction/collectors club folded leaflet. **Sold for £70, Vectis Auctions, March.**



■ **A 1/24 scale 1957 Studebaker Golden Hawk model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. The model in tiara gold/arctic white livery appears in very good condition. **Sold for £30, British Toy Auctions, March.**



■ **A 1/24 scale 1951 Red Ford F-1 Pickup truck model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue, with unpacking and care instructions for the model. Comes with plastic protective covers on doors and bonnet. The model in vermilion red livery appears in very good condition. **Sold for £30, British Toy Auctions, March.**



■ **A 1/24 scale 1933 Ford Deluxe Coupe model by Danbury Mint**. Presented in original postage box and inner polystyrene box. Comes with certificate and original tissue, with note stating carefully inspected by: Gina #80010. The model in coach maroon livery appears in very good condition. **Sold for £30, British Toy Auctions, March.**



■ **A 1/24 scale 1968 Plymouth Road Runner model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. The model in electric blue livery appears in very good condition. **Sold for £70, British Toy Auctions, March.**



■ **A 1/24 scale 1963 Chevrolet Corvette Sting Ray Coupe model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. Comes with Danbury Mint note stating carefully inspected by: Paula #147962. The model in tuxedo black livery appears in very good condition. **Sold for £35, British Toy Auctions, March.**



■ **A 1/24 scale 1961 Chevrolet Corvette model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. Comes with roof accessory. The model in ermine white livery appears in very good condition. **Sold for £40, British Toy Auctions, March.**



■ **A 1/24 scale 1975 Chevrolet Corvette Convertible model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate, original tissue and roof accessory. With Danbury Mint note stating carefully inspected by: Mark #71116. Bright green livery appears in very good condition. **Sold for £60, British Toy Auctions, March.**



■ **A 1/24 scale 1968 Chevrolet Corvette model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. Roof accessory. The model in British green livery appears in very good condition. **Sold for £28, British Toy Auctions, March.**



■ **A 1/24 scale 1949 Ford Custom Convertible model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate, original tissue and Danbury Mint unpacking and caring instructions. The model in Miami cream livery appears in very good condition. **Sold for £35, British Toy Auctions, March.**



■ **A 1/24 scale 1955 Chevrolet Nomad model by Danbury Mint**. Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue, with Danbury Mint unpacking and care instructions for the model. The model in Regal turquoise/India ivory livery appears in very good condition. **Sold for £30, British Toy Auctions, March.**



■ **A 1/24 scale 1967 Pontiac GTO Hardtop model by Danbury Mint.** Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue, with Danbury Mint note stating Carefully Inspected by: Barbara #76120. The model in plum mist livery appears in excellent condition. **Sold for £75, British Toy Auctions, March.**



■ **A 1/24 scale 1967 Camaro Z/28 Sport Coupe model by Danbury Mint.** Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. Protective plastic around side doors and bonnet. The model in marina blue livery appears in very good condition. **Sold for £55, British Toy Auctions, March.**



■ **A 1/24 scale 1936 Ford Deluxe Cabriolet model by Danbury Mint.** Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue, plastic protection under bonnet. Comes with accessories. The model in Washington blue livery appears in very good condition. **Sold for £25, British Toy Auctions, March.**



■ **A 1/24 scale 1942 Chrysler Town and Country model by Danbury Mint.** Model is presented in original postage box and inner polystyrene box. Comes with certificate and original tissue and with Danbury Mint unpacking and care instructions for the model. The model in black livery appears in very good condition. **Sold for £25, British Toy Auctions, March.**



■ **A 1/24 scale 1912 Packard Victoria model by Franklin Mint,** presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. Model has Franklin Mint swinger tag. Comes with Franklin Mint instruction manual. The model in white/black livery appears in very good condition. **Sold for £20, British Toy Auctions, March.**



■ **A 1/24 scale 1957 Mercury Turnpike Cruiser model by Danbury Mint,** presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. Fender skirts accessory. The model in red and white livery appears in very good condition. **Sold for £40, British Toy Auctions, March.**



■ **A 1/24 scale 1955 Ford Fairlane Crown Victoria diecast model by Danbury Mint,** presented in original postage box and inner polystyrene box. Comes with certificate. The model in white and black livery appears in very good condition. **Sold for £35, British Toy Auctions, March.**



■ **A 1/24 scale 1957 Chevrolet Bel Air diecast model by Danbury Mint,** presented in original postage box and inner polystyrene box. Comes with certificate and original tissue. The model in white and blue livery appears in very good condition. **Sold for £35, British Toy Auctions, March.**



■ **Foden Shackleton Mechanical F G 6 Vehicle,** precision built constructional scale model, ready assembled. Includes maintenance instruction booklet and box with tools. Blue body with red wheel guards and housed in original box. The model appears to be in excellent condition and the box is showing signs of storage wear. Whilst there are some paint runs on the chassis of this model it does still appear appear to us to be the original factory finish. **Sold for £300, British Toy Auctions, March.**



■ **A boxed Limited Edition 1:76 scale Corgi Original Omnibus OM49901 Plaxton Centenary Set.** Set appears mint and comes with certificate which numbers the set 029 of 1380, and is housed within an excellent box which has some minor storage wear to lid. **Sold for £15, British Toy Auctions, March.**



■ **A boxed Corgi Toys GS19 Gift Set 'Chipperfields Circus' Land Rover with elephant and cage on trailer.** The Land Rover with 1st issue tinplate canopy, lemon interior and spun hubs has a couple of minor rust marks to canopy but overall appears excellent. The red and blue trailer, cage and plastic elephant figure also appear excellent with some small marks around the trailer tow bar. The set sits on a very good card base, housed within a fair to fair plus yellow and blue picture box with detached (present) end flap and general storage related wear. **Sold for £75, British Toy Auctions, March.**



■ **A boxed Corgi #1130 Chipperfields Circus Horse Transporter with Horses.** The Bedford articulated truck in red and blue with yellow interior appears to be in very good condition with a few nicks mainly along bottom edge of trailer, over wheel arches and edges of doors. The set comes with circus label to front and red horse label to rear, together with six original grey horses. The model sits on a good internal stand, and is housed within a Fair blue and yellow picture box, with taping to its both end flaps, plus some general storage related wear. **Sold for £30, British Toy Auctions, March.**



■ **A boxed Corgi Heavy Haulage Limited Edition CC12413 Volvo FH 2 Axle Low Loader & Boat Load 'Van De Wetering International Transport'.** The set appears to be in mint condition with certificate numbering the set 2203 of only 2600, is unchecked for completeness, and sits within mint inner polystyrene, presented within a very good box with some minor wear. **Sold for £45, British Toy Auctions, March.**



■ **A boxed Corgi Heavy Haulage Limited Edition #18006 'Northern Ireland Carriers' Scammell Contractor, Nicholas Bogies & Vessel Load.** The set appears to be in mint condition with accessories and certificate which numbers the set 1253 of 4000, and is unchecked for completeness. The set sits within mint inner polystyrene, presented within a Good overall lift off lid box with some storage related wear. **Sold for £40, British Toy Auctions, March.**



■ **A boxed Corgi Heavy Haulage Limited Edition CC12604 Scammell Crusader, King Trailer & Vessel Load 'Wynns Heavy Haulage'.** The set appears to be in mint condition, and comes with certificate numbering the set 297 of 4000, and is unchecked for completeness. Within mint inner polystyrene, in a generally good lift off lid box which has a small puncture mark to one end. **Sold for £45, British Toy Auctions, March.**



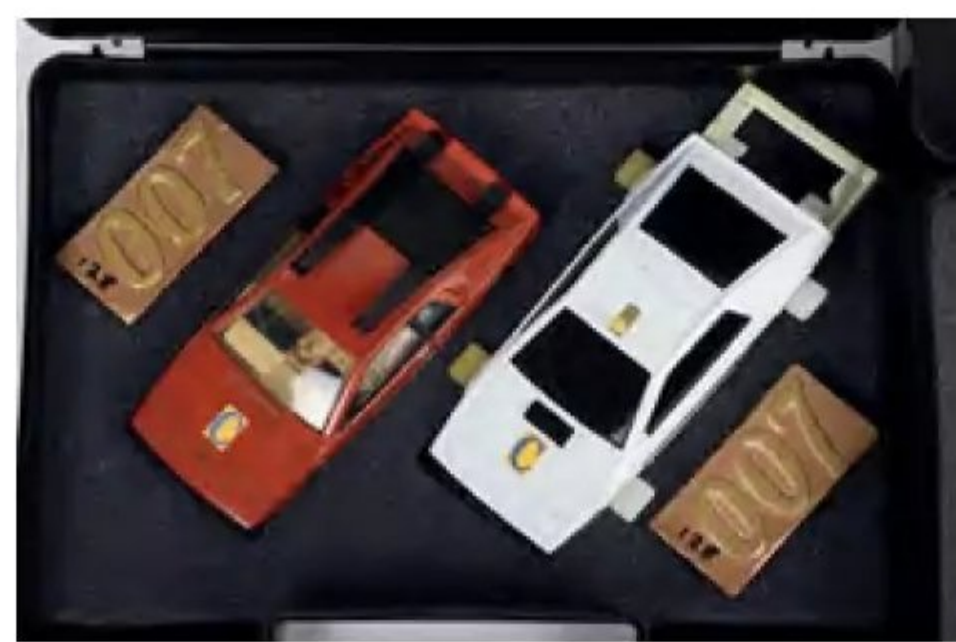
■ **Corgi Aviation Archive 1/72 scale model Avro Lancaster B VI-ND673, NO.635 Squadron and DH Mosquito B Mk.IX (OBOE)-LR507/GB-F, No. 109 Squadron Pathfinder Force (No. 8 Group) 2-plane set, AA99133.** In mint condition, never been on display, box is in good condition with edge/age wear. **Sold for £60, C&T Auctioneers, March.**



■ **Corgi James Bond Aston Martin D.B.5 1995 re-issue of 270. 96655** silver with tyre slashers, revolving number plates, rear bullet screen, retractable machine guns, red interior, James bond and bandit figures, in mint unopened condition. **Sold for £45, C&T Auctioneers, March.**



■ **Corgi Gift Set 34 David Brown 1412 Tractor and Tipper Trailer,** in mint boxed original condition, with polystyrene inner. **Sold for £70, C&T Auctioneers, March.**



■ **Corgi James Bond Lotus Collection,** includes Lotus Esprit "The Spy Who Loved Me" and Lotus Turbo Esprit "For Your Eyes Only" special edition of 128/150 attaché case sets special, produced by Collectibles magazine. **Sold for £60, C&T Auctioneers, March.**



■ **Corgi James Bond Villian Collection,** includes Goldfinger's Rolls Royce and Hugo Drax Moonraker Space Shuttle with satellite, special edition of 064/150 attaché case sets special, produced by Collectibles magazine. **Sold for £60, C&T Auctioneers, March.**



■ **Corgi James Bond Past & Present Collection,** includes Aston Martin DB5 & Aston Martin Vanquish special edition of 095/150 attaché case sets special, produced by Collectibles magazine. **Sold for £60, C&T Auctioneers, March.**



■ **Corgi Classic Thunderbirds FAB 1,** produced by Collectibles magazine as a special edition 064/150 worldwide, in mint boxed condition. **Sold for £50, C&T Auctioneers, March.**



■ **Corgi Classics Inspector Morse Jaguar,** produced by Collectibles magazine as a special edition 035/87 worldwide, in mint boxed condition. **Sold for £45, C&T Auctioneers, March.**



■ **Corgi The Italian Job Set 36502,** Three Piece Mini Set & Bedford Val Blue and White Coach, which feature prominently at the climax of the film in mint boxed condition. **Sold for £180, C&T Auctioneers, March.**



■ **Corgi Toys 54 Fordson "Power Major" Tractor with Roadless Half Tracks,** blue body, orange plastic rollers/wheels, grey rubber tracks, lights at sides of grille, complete with original inner packing, in mint original condition, blue/yellow illustrated box is excellent, a super example! **Sold for £150, C&T Auctioneers, March.**



■ **Corgi Toys 204 Rover 90 Saloon,** lower metallic cerise/pink upper body, silver trim, flat spun wheel hubs, in near mint to mint original condition, with an original blue/yellow illustrated box which is excellent. Original Corgi model club leaflet. **Sold for £150, C&T Auctioneers, March.**



■ **Rare Corgi Toys 226 Morris Mini Minor,** yellow body, lemon interior, cast wheel hubs, in very good to excellent original condition, some very slight paint chipping, with a very good original illustrated box complete with all end flaps. **Sold for £620, C&T Auctioneers, March.**



■ **Corgi Toys 230 Mercedes-Benz 220SE,** cream body, silver trim, red interior, shaped spun wheel hubs, spare wheel in boot, in near mint to mint original condition, with an original blue/yellow illustrated box which is excellent, 5/6 in pencil to one end flap. **Sold for £65, C&T Auctioneers, March.**



■ **Corgi Toys 256 Volkswagen 1200 in East African Safari Trim,** orange body, tan interior, right hand drive, spun wheel hubs, in near mint original condition, with Britains replacement Rhinoceros inner card illustrated stand is in very good original condition, outer card illustrated box is in good original condition, complete with all end flaps, some age/edge wear. **Sold for £60, C&T Auctioneers, March.**



■ **Corgi Toys 268 The Green Hornet 'Black Beauty' Crime Fighting Car**, gloss black body, spun wheel hubs, complete with secret instructions envelope and leaflet, two rockets and two original spinners, in excellent original condition, a couple of paint chips to rear of car, original display inner-stand card is excellent and outer illustrated box is in good original condition, with some edge/age wear. **Sold for £120, C&T Auctioneers, March.**



■ **Corgi 260 Superman Metropolis Police Buick Car**, Superman DC Comics inc 1979, metallic blue/white body 'City of Metropolis Police Dept' in mint boxed original condition. **Sold for £95, C&T Auctioneers, March.**



■ **Rare Corgi Toys 349 Pop Art Mini Mostest**, orangey red body, yellow interior, cast wheel hubs, psychedelic decals 'Mostest' in near mint to mint original unboxed condition. **Sold for £780, C&T Auctioneers, March.**



■ **Corgi Toys 303 Mercedes-Benz 300sl**, in blue. Fair in fair box. **Sold for £20, UK Toy & Model Auctions, March.**



■ **Corgi Toys 406 Land-Rover (109'WB)**, metallic blue body, cream roof, flat spun wheels in near mint original condition, blue/yellow illustrated card box, is in excellent original condition, 3/6 in pencil, Corgi club leaflet. **Sold for £190, C&T Auctioneers, March.**



■ **Britains 9590 Ford 5000 Tractor and Implement Set**, 1/32, near mint in a fair box (missing end flaps on one side). **Sold for £65, UK Toy & Model Auctions, March.**



■ **Britains 9591 Fiat Tractor and Implement Set**, plus 9554 Gang Roller. Near mint in good boxes. **Sold for £70, UK Toy & Model Auctions, March.**



■ **Corgi Toys GS3 Thunderbird Guided Missile on Trolley with Land Rover**, overall excellent to near mint (missile head perished), box and inner are good plus. **Sold for £90, UK Toy & Model Auctions, March.**



■ **Dinky Toys 772 British Road Signs**, in original box. Near mint in a near mint box. **Sold for £140, UK Toy & Model Auctions, March.**



■ **Dinky Supertoys 751 Lawn Mower**, red and green. Good plus in good plus blue box with orange label. **Sold for £70, UK Toy & Model Auctions, March.**



■ **Matchbox Moko Lesney No. 4 Major Pack "Ruston Bucyrus RB 22 Excavator"**, excellent in poor to fair box. **Sold for £80, UK Toy & Model Auctions, March.**



■ **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 £42, Sheffield Auction Gallery, March.**



■ **Corgi No 259 "Le Dandy" Coupe**, maroon, overall excellent, boxed, slight staining/crushing to the box. **Sold for £35, Sheffield Auction Gallery, March.**



■ **Dinky Toys No 942 Foden 14 Ton Regent Tanker**, overall good, but some signs of paint re-touching especially to white stripe, boxed, box good. **Sold for £35, Sheffield Auction Gallery, March.**



■ **Dinky No.465 Morris 10 Van - 'Capstan'**, overall very good unboxed. **Sold for £22, Sheffield Auction Gallery, March.**



■ **Hong Kong Dinky 57/002 Corvair Monza**, overall excellent, boxed. **Sold for £70, Sheffield Auction Gallery, March.**



■ **Hong Kong Dinky 57/006 Rambler Classic**, light green/silver roof rack, excellent, boxed. **Sold for £140, Sheffield Auction Gallery, March.**



■ **Original Dinky Toys No 176 Austin A105 Saloon**, cream with blue stripe, windows, overall very good, except small chip to door, boxed. **Sold for £55, Sheffield Auction Gallery, March.**



■ **Original Dinky 191 Dodge Royal Sedan**, yellow with mustard flashes, overall very good, slight chipping to some raised edges, boxed, slight tear to one end flap. **Sold for £30, Sheffield Auction Gallery, March.**



■ **Original Dinky 198 Rolls Royce Phantom V Opening Windows**, overall good plus, very good, slight marking to the roof, minor chips to some raised edges, boxed, slight rubbing/staining to box. **Sold for £42, Sheffield Auction Gallery, March.**



■ **Dinky Toys No 952 Vega Major Luxury Coach**, battery version, overall very good. boxed with instructions. **Sold for £48, Sheffield Auction Gallery, March.**



■ **Minichamps 1:43rd Scale #437 082030 'American Dream Cars Collection' Lincoln Futura Concept 1955**, Number 777 of 999, cased. **Sold for £70, Sheffield Auction Gallery, March.**



■ **Corgi Juniors No. 3030 James Bond The Spy Who Loved Me gift set**, comprising of five various vehicles, in the original window box with plastic clear insert. **Sold for £240, Ewbank's, March.**



■ **James Bond Corgi Lotus Esprit 269**, with its original box. **Sold for £95, Ewbank's, March.**



■ **James Bond Corgi 649 Space Shuttle from the film 'Moonraker'**, boxed. **Sold for £65, Ewbank's, March.**



■ **James Bond Corgi Aston Martin 271**, with its original box. **Sold for £85, Ewbank's, March.**



■ **Husky Extra No.1401 James Bond 007 Aston Martin vehicle**, with ejector seat and associated figures, carded. **Sold for £110, Ewbank's, March.**



■ **Corgi Super Juniors Aerocar No. E2009**, with detachable wings and tail unit, taken from The Man With The Golden Gun although not a licensed product, in original packaging. **Sold for £95, Ewbank's, March.**



■ **Corgi Juniors 2521 'Moonraker' 2-piece Set**, comprising Space Shuttle and "Drax" Jet Ranger Helicopter - white, yellow blades, base and rotor, boxed. **Sold for £65, Ewbank's, March.**



■ **Corgi Juniors E2529 (55029) 'James Bond' 2-piece Gift Set from the film 'The Spy Who Loved Me'**, comprising Lotus Esprit - white, black with "007" bonnet label and "Stromberg" Helicopter - black, yellow blade, base and rotor. **Sold for £75, Ewbank's, March.**



■ **Corgi 391 'James Bond' Ford Mustang Mach 1**, red body, white base and interior, black plastic bonnet, spoked Whizzwheels, chrome rear bumper. **Sold for £160, Ewbank's, March.**



■ **Corgi Rockets 'On Her Majesty's Secret Service' Mercury Cougar No.924**, sealed on original card with tune up key. **Sold for £800, Ewbank's, March.**



■ **Corgi 336 James Bond 007 Toyota 200GT**, diecast model, later box. **Sold for £130, Ewbank's, March.**



■ **Corgi Juniors E3019 Gift Set taken from the film 'Octopussy' containing Range Rover**, maroon, beige; beige trailer with black rear end horse box and Jet Aircraft. **Sold for £95, Ewbank's, March.**

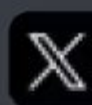


■ **Corgi 261 Aston Martin DB5 'Goldfinger'**, boxed. **Sold for £110, Ewbank's, March.**



■ **Corgi No.40 James Bond 007 Aston Martin**, c1979, boxed. **Sold for £30, Ewbank's, March.**

Dear Editor

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DIECAST MYSTERY

I was interested to read in the *Dear Editor* page last month (*Diecast Collector* April issue) that John Bath had visited Retromobile.

I would suggest that the model that John spotted is the Charbens Horsebox, which according to the *Ramsay's British Diecast Model Toy Catalogue*, was made between 1957 and 1962.

Hazel Ralston, email

A-Z OF DIECAST

I wanted to point out that the article in April 2024 is incorrect in saying that DeAgostoni acquired Dinky. The Dinky trade name remains owned by Mattel and all Atlas and DeAgostini branded Dinkys were produced under licence from Mattel.

On the subject of the large scale models produced by DeAgostini, also covered in that article, I would question their value for money when compared to the models being made in 1/18 and 1/12 scale by Norev, Solido and others. The article suggests they cost hundreds but the cost of most current offerings easily exceeds a thousand pounds.

Maz Woolley, email

SPANISH PARTWORKS

After reading the April issue of *Diecast Collector* I felt that I had to write to congratulate you on an excellent edition, full of variety and interest. One of my personal favourites was the Spanish Partwork Trucks & Vans by David Lynn. Who would have guessed that those old vehicles were available in recent models, and superb models they look. My only query is can they be bought in the UK? If so, I would very much like to obtain some.

Another favourite was the review of the Corgi Dambusters Lancaster, a very informative article and a beautiful model.

Brian Howes' article regarding the models made by Taylor & Barrett was enlightening about this little-known company and their varied products. Altogether an enjoyable read from cover to cover.

Richard Young, email

NUMBERPLATES

The appearance of numberplates on models is not new, but numbers of particular significance from mainstream makers more so, particularly with Oxford Diecast. However earlier examples can be found and with reference to Brian Salter's article on the "Genevieve" Darracq (April 2024), the Spyker driven by the bouncer Ambrose Claverhouse which he mentions from Lesney in 1961 actually has the registration number "MC 4595" from the film cast in, as on the attached photo. As a youngster with a bedroom overlooking the A23, so brought up on the London-to-Brighton, I had an Airfix Darracq amongst others but wonder why didn't Lesney do one? I also have Corgi Junior Volvo 760 from 1985 which sports the cast-in number suitable for me "PH 1" but I don't know why they did it.

Patrick Hogan, Beaconsfield

ED Thank you for the information Patrick



FROM DIECAST TO LEGO

With regard to your comments in the letters section (April, Issue 318) regarding 'Diecast Changes' and the need to appeal to a younger and more diverse market, with a more varied subject matter, may I suggest taking a look at the range of Lego car models.

With an interest in motor sport, I have recently put together the large scale McLaren F1, Ford GT and Ferrari 488 GTE models (the latter in the photo with a 1/43 scale model to show its size). The intricate models are superb representations of the actual cars with working suspension, moving engine pistons and steering with up to 1600 pieces, plus detailed instructions suitable for the 18+ age group.

I am a so called 'baby boomer' with a modest collection of diecast and resincast models and found the construction of the Lego models very rewarding and a good addition to my collection. Although outside the traditional scope of *Diecast Collector*, a suggestion to expand the range to include Lego models, might be helpful in broadening the readership in the future.

Godfrey Smith, email

ED As you say, it's a little out of our normal subject matter but it might be something for our sister publication *Collectors Gazette*!

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

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



THEN & NOW

■ I've found Steve Coles' new series of *Then & Now* comparisons very intriguing, with his excellent close-up photography clearly capturing the differences. As a pointy-headed anorak-wearing nerd for the trivia of both real cars and their models, the Triumph Herald Coupé (*Diecast Collector* February 2024) and Rover 2000 Monte Carlo livery (April 2024) articles gave me a few rabbit holes to scurry down.

Taking the Herald Coupé article first, both the 1960s Corgi and the modern Pocketbond Classix depictions have elements identifying them as the initial 948cc version, launched in May 1959 and continuing until its replacement by the Herald 1200 in April 1961, despite Corgi's model only appearing in November 1961. This 1200 upgrade was visually almost identical, with the only clues being white rubber casings over the bumper mouldings instead of being left in body colour and 1200 badging on the rear panel. Both models have body colour bumpers and no 1200 badge, so can be pinned down to the 948cc phase.

However one difference can be pursued for more precise dating as the Classix has a smooth rear pillar so depicts a very early phase until June 1960, when this was modified with moulded ribbing and drainage channels added. These are included by Corgi, giving a permutation which lasted only nine months in full-size showrooms. A detail included by Corgi as a distinct casting ridge but missed by Classix – perhaps excusably at such small scale – is the lack of a handle in the bonnet centre which in real life enabled easier opening for this fairly massive body component. All 948cc Heralds had this handle apart from the poverty Herald S saloon which arrived in February 1961, and it survived the 1200 transition for a few months; the exact date of its removal is unrecorded but its occurrence on very early 1200s is established, so late 1961 or maybe the start of 1962 seems likely.

In his Rover feature Steve queries why period photos of the 1965

Monte entry show a variety of permutations for position of the 4 KUE front number plate, including the usual housing below the bumper (as seen but left blank on the original Corgi depiction), on the bonnet front edge as shown by the Vanguard's reincarnation which omits the housing completely, and a third scenario with duplicated plates in both positions. After studying lots of photos online and in books, I can suggest a possible explanation.

Rover created a batch of four team cars for the 1964 rally season, all debuting at the Alpine Rally in identical Copperleaf Red and numbered consecutively 1–4 KUE, later adding white roofs. Their policy was to retire and replace the fleet after every four events, so after three 1964 rallies their final outing was the 1965 Monte. The modelled #136 on this event was the only occasion to produce a decent result which Rover could celebrate, 6th overall with category and class wins, and led to a PR campaign with magazine features and adverts. Archive event and publicity photos reveal more disparities – alongside the wandering plate positions, the oblique angle of the bonnet rally plaque is also a moveable feast. I suspect many photos were recreations for publicity cameras, maybe even using other KUE siblings. Some rally plaques have raised edges and flow round the bonnet contours as if they were magnetised plastic/vinyl, so easy to remove or replace whenever required, and with the number plates probably also easily switchable, lookalike substitutes could be created whenever wanted. An added complication followed the retirement of this red/white batch of KUEs, as 4 KUE was bought soon afterwards by King Hussein of Jordan for his collection so was no longer available.

David Lynn, email

ED Thank you for taking us down your rabbit hole with you, your letter was certainly informative David.

THE PREQUEL TO THE DAMBUSTERS RAID

■ What a well written article about the Lancaster bombers and the Dam Buster raid in the last issue. It reminds me of an amazing experience I had at a Brighton Toy Fair some years ago, where I had a Table. Amidst the crowds of people, an elderly gent came up to my table where I had some small, and inexpensive, World War Two airplanes for sale. He picked up the Spitfire model and examined it.

I asked him, "Do you collect model aeroplanes?"

"No" he replied.

I tried again, "So have you ever flown a Spitfire?"

"Yes!" he said

I tentatively asked "Would that have been in World War Two?"

"Yes" he said.

I asked "Did you see any action?"

He finally unfolded the story... "Well not really, as I was a reconnaissance photographer."

Again, I tentatively asked "Did you take part in any specific actions or raids?"

By now this was potentially exciting, so I used my last prompt: "Do tell me, which ones?"

"Well, I flew into Germany and took the photographs of the German dams to inform the briefings to 617 Squadron!"

"Tell me more" I said. He replied "Well, it was just another job, but I had to fly with the wings in vertical position, to enable the camera mounted beneath the aircraft to take the pictures, flying from one end of each dam, following their front face all round to the other end, then get away quickly."

By now I could feel goose bumps! I said something like "That's amazing" and I shook his hand, told him it was a pleasure to have met him, and asked if he would take the model Spitfire as a gift from me, and then let that amazing moment in history turn around and melt into the crowd again.

I will never forget that man, whose name I don't know, and it's a piece of living history that will always be with me.

Perhaps Corgi could be persuaded to make a model of that Reconnaissance Spitfire in 1/72nd scale?

David Wright, email

ED What a wonderful memory, thank you for sharing it with us!

TOYFAIR TIMES

FAIRS

4 APRIL

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

7 APRIL

- **Rayleigh**, SRP Toy Fairs, 07739 998012 / 07498 912091
- **Polegate**, Eastbourne Historical Vehicle Club, 01323 500001
- **Potters Bar**, Joe Lock, 07866 641215 or 07810 513576

13 APRIL

- **Maidstone**, Mike Spencer, 01622 298159 or 01732 840787
- **Pudsey**, Barry Rennison, 0113 2363695

16 APRIL

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

20 APRIL

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

21 APRIL

- **Kempton Park**, R M Toys Ltd, 02392 262446 / 07957 823507
- **Wickham**, Steve Clements Fairs, 01380 725322 / 07732 330305

27 APRIL

- **Ludlow**, Tony Oakes, 01270 652773 / 07825 631323
- **Reading**, British Model Soldier Society, 01895 832757

30 APRIL

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

4 MAY

- **Gateshead**, Jim Corr Toy, Train & Sci-Fi Fair, 07504 035955

5 MAY

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

12 MAY

- **Ditton**, SRP Toy Fairs, 07739 998012 / 07498 912091
- **Walsall Wood**, Transtar Promotions, 01922 643385
- **Lincoln**, J & J Fairs, 01522 880383

14 MAY

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

AUCTIONS

4 APRIL

- **Sheffield**, Sheffield Auction Gallery, 0114 2816161

12 APRIL

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

23 APRIL

- **Newbury**, Special Auction Services, 01635 580595

24 APRIL

- **Ashford**, Kent, C & T Auctions, 01233 510050
- **North Petherton**, Greenslade Taylor Hunt, 01278 410250

18 MAY

- **Newbury**, Excalibur Auctions, 020 3633 0913

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A FEMALE PERSPECTIVE

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

A trip to Paris

I have always looked forward to the annual Retromobile event in Paris, the huge classic car show also attended by many toy and models dealers, but this year it was really touch and go whether we would get there.

It seemed that the only vehicles I would get to see were tractors, as at the end of January the UK and French media were full of apocalyptic reports of protesting farmers blockading the autoroutes and threatening to close down the market at Rungis which supplies Paris with food. But nothing puts off the intrepid traveller as far as toy shows are concerned so we decided we would risk it and travel anyway. In the event, there was not a tractor in sight on the road from the airport and in the restaurants, it was business as usual.

Relieved at having made it to the vast Porte de Versailles exhibition centre, I started to wander around the aisles. From the collecting point of view, there has been a noticeable shift away from dealers in quality obsolete models to current manufacturers like Schuco, Ixo and Spark showing their latest releases. I was also struck by the fact that a large number of visitors to Retromobile were female – in a ratio, perhaps of 40% to 60% males – which surely indicates that enthusiasm for motor vehicles isn't confined to men. The spaciousness of the venue, the elegance of the way the exhibits are presented and the abundance of eateries all combine to make this a pleasant day out.

However, on chatting with the toy dealers, whose stock is displayed in large glass cabinets with superb lighting, I was somewhat surprised to learn that fewer purchases were made by women than by men which might seem to reinforce old stereotypes – until I was fortunate enough to meet someone who is a remarkable exception. One trader pointed out a lady whom, he said, possessed a huge collection of model cars. This proved to be Caroline Pigozzi, well-known in France as a journalist, writer and TV presenter. She



ABOVE On show outside the Retromobile hall was this 1957 Renault D22 tractor.



ABOVE CIJ's nicely-modelled Renault tractor. This is designated as an E30, referring to the engine capacity and the type of fuel used, D standing for diesel and E for 'essence' (i.e. petrol).

is the daughter of Henri Pigozzi (1899–1964), a businessman who started off as the importer of Fiat cars in France and went on to found Simca, one of the most popular French marques of the fifties and sixties.

As a child, rather than playing with dolls,

Caroline Pigozzi used to receive the latest models of Simca vehicles by Dinky, Norev and others. Like so many people, she gave all these away but, sometime after the death of her father, took up collecting Simca-related models seriously, building up a vast collection which also includes pedal cars and real vehicles. I was invited to visit the collection but unfortunately Caroline was leaving Paris the next day and we were leaving before she returned. Naturally, I hope to make that visit in future – another excuse to return to Paris!

Having initially worried about running into a convoy of angry farmers on their tractors, it was amusing to find a display of vintage farm vehicles outside the exhibition centre, all in working order with their motors chugging away noisily, one of which was a beautifully restored vintage Renault tractor, painted in orange similar to the one modelled by CIJ in the early sixties. That was one tractor I didn't mind seeing! ■

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M.Winkelhock, Zolder, 1979
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Ford Puma Rally1, O.Tanak,
M.Jarveoja, Rallye Schweden, 2023
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Hyundai i20 N, T.Neuville,
M.Wydaeghe, Rally Monte Carlo, 2023
Nr. 265187 **72.95 €***



Lancia Delta Integrale 16V,
M.Biasion, T.Siviero, Safari Rally, 1990
Nr. 261880 **72.95 €***



Toyota Celica Turbo 4WD
(ST185), I.Duncan, I.Munro, Safari Rally, 1993
Nr. 264276 **72.95 €***



Volvo 240 Turbo,
P-G.Andersson, G.Petersson, Zolder, 1985
Nr. 256117 **69.95 €***



Ford Puma Rally1, P.-L. Loubet,
V.Landais, Rally Acropolis, Dirty Version, 2022
Nr. 261776 **39.95 €***



Hyundai i20 N, D.Sordo,
C.Carrera, Rally Monte Carlo, 2023
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J.Haltunen, Rally Schweden, 2023
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Irmischer, Rally Assistance
Nr. 259383 **42.95 €***



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C.McRae, C.Nicholson, RAC Rally, 1980
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Nr. 265779 **24.95 €***



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VW Golf III Custom, 1993
Nr. 265784 **24.95 €***



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Aerodyne, 1976
Nr. 268302 **32.95 €***



Peterbilt 281,
Rusty Version, 1955
Nr. 268303 **32.95 €***



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Nr. 271692 **17.95 €***



Chevrolet C-30 Dually
Wrecker, Standard Oil, 1968
Nr. 271070 **9.95 €***



Mercedes O317 Renntransporter,
Nr. 243672 ~~34.95 €~~ **18.00 €***

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

Corgi Models



Price Guide

SAMPLE

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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.

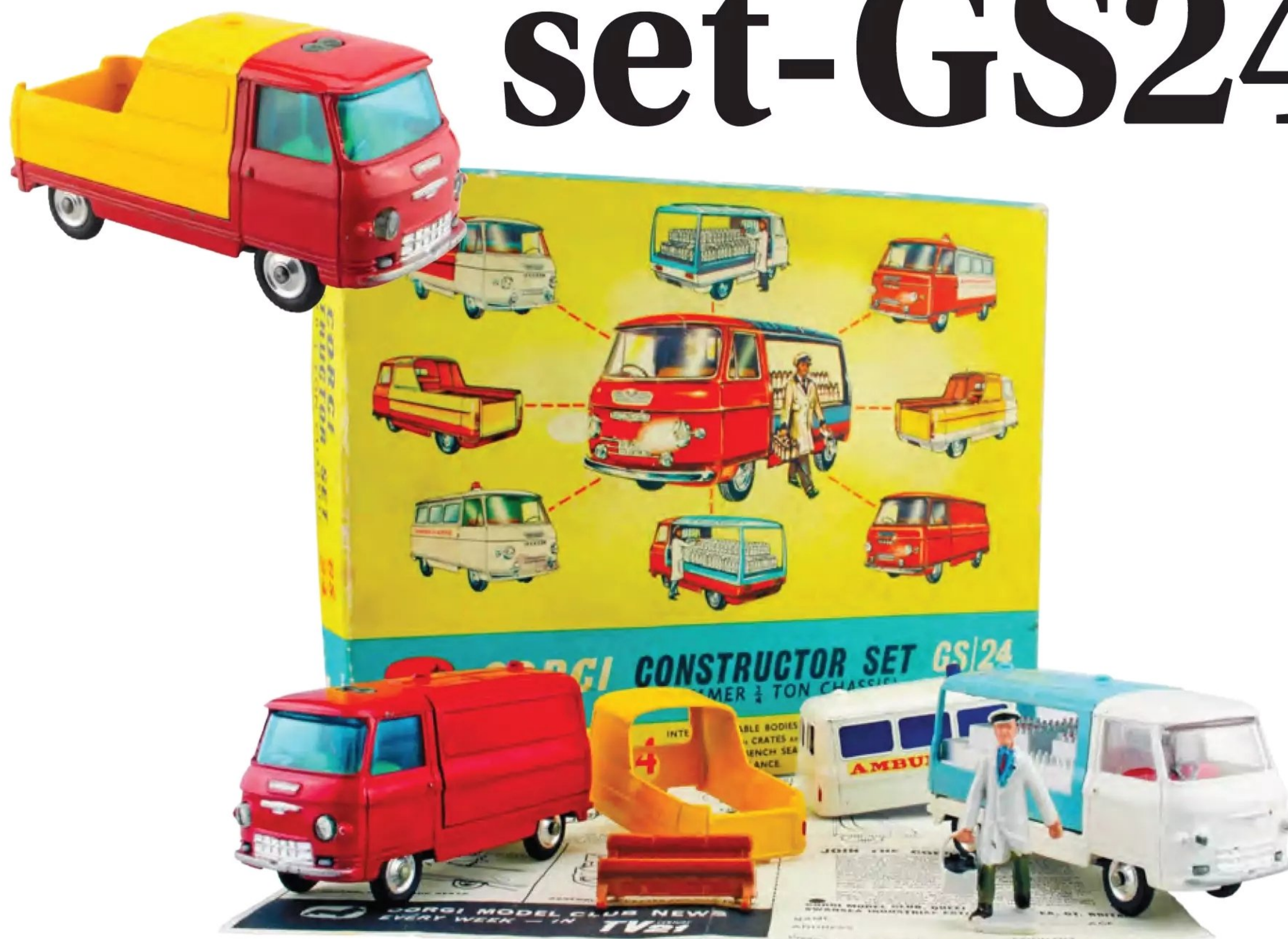
A problem however was scale. Looking at Dinky Toys they found that no standard scale was used at all and they consequently created the Corgi bible of scales that kept the scale of each new model within a certain predetermined size. And indeed, with due respect for Dinky Toys, if one compares similar 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 Moon Buggy was a real success story. It is a very well-remembered release and one that commands a high price in the collectors' market. Due to the quality of the model, it has survived in very good condition as the model was well 'looked after' by the players. Examples, however, are in the market available for reproduction parts, can be found in the market.

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