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OF GREAT BRITAIN

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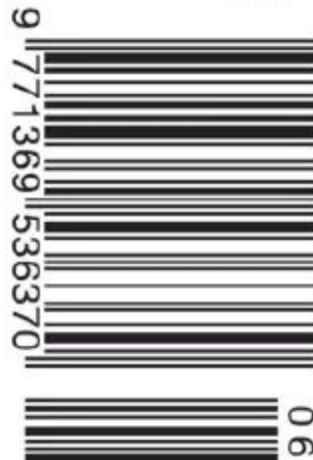
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NEWS

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THINK GREEN, THINK MCCULLA IRELAND!

DERBYSHIRE based promotional model vehicle specialists, Search Impex, have announced the release of a 1/50 scale, gas powered, Iveco S-Way (4x2) tractor unit and 3 axle, Thermo King refrigerated trailer with side underrun bars, customised in McCulla (Ireland) Ltd's "Sustainable Transport" livery.

The models (which include specially made cabinets housing the gas tanks on the Iveco S-Way) have been produced exclusively for Search Impex by WSI Models as a certificated limited edition of just 125 pieces.

With more than 50 years' experience, McCulla Ireland is a leading provider of ambient, chilled and frozen logistics and storage solutions. Established in 1969, the company is now a second generation family-owned business which has shown great resilience, adaptability and innovation over the years.

A flagship achievement on the innovation came about after a mission was launched by McCulla, some nine years ago, to remove fossil fuels, as a source of energy, from their Irish operations. This saw a major investment being made in a state of the art anaerobic digestion plant. Sited in Lisburn, this digester has subsequently prevented thousands of tonnes of food waste from being sent to landfill. Instead, the food waste is converted into electricity and used to power McCulla's cold stores – thereby making McCulla one of the only 100% green powered cold storage companies in the UK & Ireland.

And when it comes to green credentials, McCulla's transport operation has also stepped right up to the mark. More significant investment and further innovation in 2020 gave McCulla the ability to introduce a fleet of trucks which can run on 100% renewable bio methane gas – the Iveco S-Way, on which the model is based, being one such example. These gas powered trucks have resulted in a staggering 93% reduction in their carbon footprint – all from food waste collected from businesses across Ireland.



With vehicles present in every county of Ireland on a daily basis, McCulla (Ireland) also conducts extensive business on the UK mainland and throughout Europe, providing export options for the food manufacturing and pharmaceutical sectors. With over 125 trucks and 210 trailers in their fleet, including artics, refrigerated vans and rigid lorries, McCulla trucks are sure to be a familiar sight to many collectors.

Models, available from Search Impex, are priced at £183 each (including UK delivery & VAT). For details of availability of this and other models, collectors can visit the Search Impex website at www.search-impex.co.uk or call on 01332 873555. ■

NEW RELEASES FROM BUCKIE MODEL CENTRE

BUSES. You wait for one, and then two come along together! This is definitely the case at Buckie Model Centre this month, with the announcement for two new 1/87 scale replicas.

First up is the Holland Oto/Buckie Model Centre FLIXBUS (Stanley Travel) VDL Futura. This is the twelfth model in the British Collection, and has a limited edition of only 108 produced (each with a certificate).

The second model is a Holland Oto/Buckie Model Centre Megabus (McLean's of Airdrie) VDL Futura. It has a limited production run of only 105 models and again each comes with a certificate. This particular scale model is the sixteenth model in the Scottish Collection.

Both of these models are priced at £42.00 (plus postage) and are available directly from www.buckiemodelcentre.com. ■



LEFT
FLIXBUS (Stanley Travel)
VDL Futura.

RIGHT
Megabus
(McLean's of
Airdrie) VDL
Futura.





GOLDVARG RELEASES

AS we were going to print with this issue, we received advanced information from Spa Croft Models about a couple of upcoming models from Goldvarg.

The first is a 1/43 scale resin model of the 1956 Pontiac Safari in either Sandalwood Tan Poly (reference GC-68B) or Glendale Green Poly (reference GC-068A). Price wise you can expect to pay in the region of £80, but remember to include import duty and shipping from the US in your budget.

The second model announced is a 1/43 scale resin replica of a 1948 Pontiac 8 Silver Streak. Details on this are still limited, but you can expect to pay a similar price to other Goldvarg models.

More details about this models, or others available at Spa Croft Models, visit www.spacroftmodels.co.uk. ■

NEWS FROM OXFORD

BY now I am sure that many of you will have seen, and read, the news released by Oxford Diecast about Lyndon Davies.

After the Warley Model Railway Show back in November 2023, Lyndon collapsed and required heart surgery. Unfortunately, there were complications during the surgery, which meant that he did not regain consciousness until January. Sadly, one of the consequences of the complications caused vision issues and Lyndon is now blind.

His daughter Eloise said: “For those of you that have had the pleasure of meeting Taff, you will know that behind the strong and motivated business man, is a humorous character with a lot of wit and intelligence. During these very challenging few months, he has not lost his wicked sense of humour and shown us how courageous he can be. He has taken everything in his stride and is determined to not let this beat him”.

Everyone here at *Diecast Collector* would like to send Lyndon, and his family, our very best wishes as he continues to recover. ■

UPDATES FROM CMC

IF you are a member of the Corgi Model Club, you might have noticed a delay in the updating of the collection list this quarter. We are told that there are a couple of reasons for this, including the transition to Hornby as well as some exciting new additions to the collection.

Corgi 276
September release
– note the change of number! Corgi Model Club

has had so much success in replicating the famed 'Golden Jacks' mechanism that it has decided to make the Oldsmobile Toronado as Corgi 276 instead. For those that aren't aware, Corgi 264, which had been previously announced, was Corgi's earlier Toronado version. Corgi 276 is the same tooling (and with the same pop-up headlights feature) but with take-off wheels.

Corgi 270 October release – Corgi Model Club members will be celebrating this news because they are exclusively going to send you a replica of the scarce silver grille/bumpers Bond DB5 edition that was the first production run of this iconic Corgi back in 1968. This version will not be available on open sale from the shop.

Corgi 270 October release – with gold grille/bumpers version that was made from 1969 onwards will be available to all in the shop.

Corgi 333 November release – by popular request another Mini has been added to the collection. This one is the rare SUN-RAC rally version that was only available for a very short time in 1967. Because of its temporary place in the original Corgi range, it famously (or infamously) came in a regular Corgi 225 'Austin Seven' box which was over-stickered with '1966 RAC International Rally BMC Mini-Cooper'. All of which is, of course, being replicating!

More information about these releases, and those previously released in the collection, can be found at www.corgimodelclub.com. ■



ABOVE
Austin A60 Driving School.

MODEL RELEASE	REF	DUE
Austin A60 Driving School Car	236	Mar-24
Rover TC 2000 saloon with take off wheels	275	Apr-24
Chrysler Imperial	246	May-24
Hillman Hunter Kangaroo Rally Winner	302	Jun-24
Citroen Safari Corgi Ski Club	475	Jul-24
Walls Icecream Van with figures	447	Aug-24
Oldsmobile Toronado	276	Sep-24
James Bond members edition	270	Oct-24
James Bond gold grille	270	Oct-24
Mini Cooper S SUN International Rally	333	Nov-24

NEWS

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CELEBRATING 40 YEARS OF SPA CROFT MODELS Mike Coupe takes a trip down memory lane...

SPA Croft Models grew out of a childhood passion for Dinky Toys in the 1940s and 1950s, a passion possessed by many boys of a certain age. It is one which never really waned, although it took a little dip when the fairer sex became a little more interesting.

A significant milestone was in 1983 when I established the Hardstoft Swapmeet at a local pub, the Shoulder of Mutton in Hardstoft, near my home village of Tibshelf. A year later in 1984, the shoots of my retail business began to show. I had been a collector of Brooklin Models for several years, but there was no outlets in my part of the East Midlands for these products, so I took the plunge, contacted John Hall at Brooklin Models and began dealing in these products under the name Brock Miniatures. The business expanded steadily as did my stock, adding Western Models, Somerville Models, Kenna Models, Pathfinder Models and similar products to my stock, and selling by mail order and local swapmeets.

The next development happened in 1993 when I began producing my own range of white metal models, Spa Croft Models, a name inspired by John Halls' choice of names for his businesses, Brooklin and Lansdowne Models, both names of localities associated with John. Spa Croft was the street where I was born in Tibshelf and so the range of my own brand of models cars was named, which also very soon became the name of my whole business enterprise including the retail side.

As time went on, the range of products I offered for sale increased, and included the products of the resin model car producers Matrix, Goldvarg, Esval etc, as the number of white metal producers became less and less.



For the 30th anniversary of Spa Croft Models, I commissioned a unique version of the Lansdowne Models Hillman Californian which completely sold out, much to my relief. I would have liked to have done something similar for the 40th Anniversary, but because of the changes at Brooklin Models it wasn't as feasible as it was ten years earlier.

As a collector myself, the philosophy of Spa Croft Models was based on what I expected from other traders; a personal service, quick and safe post free delivery and offering models at an affordable price. I hope I have achieved and maintained these aims down the years.

I have no celebratory plans this time around, other than doubling my advert in *Diecast Collector* to a half page!

Down the years, Spa Croft Models has introduced me to a lot of people whom I would never have had contact with, many of whom have now become friends, and I still enjoy talking to friends and customers alike about our shared interest. ■

NEXT MONTH

JULY 2024
Issue 321

Pre-War clockwork vehicles

We conclude our look at British toymakers who combined diecast construction with clockwork mechanisms.

ON SALE
4 JUNE

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PLUS...

- Hot Hatches from the 1970s and 80s
- Little and Large
- A Female Perspective
- A-Z of diecast collecting
- Auction results
- All the latest news
- Extensive selection of new model releases

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

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24.99



GBO 15P 6X6 DESERT TRUCK 1957 27.99



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GAK VAN 'BISCUITS BRUN' 1968 24.99



GDR 7W DROPSIDE TRUCK 1948 24.99



GR280 1977 27.99



GBC 8 KT MILITARY FUEL TANKER 24.99



GDR 7W REFUSE TRUCK LYON 1948 24.99



L 62 RM3 TIPPER TRUCK 1972 24.99



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IXO 1981 SCANIA 142M TRUCK TR173 38.99



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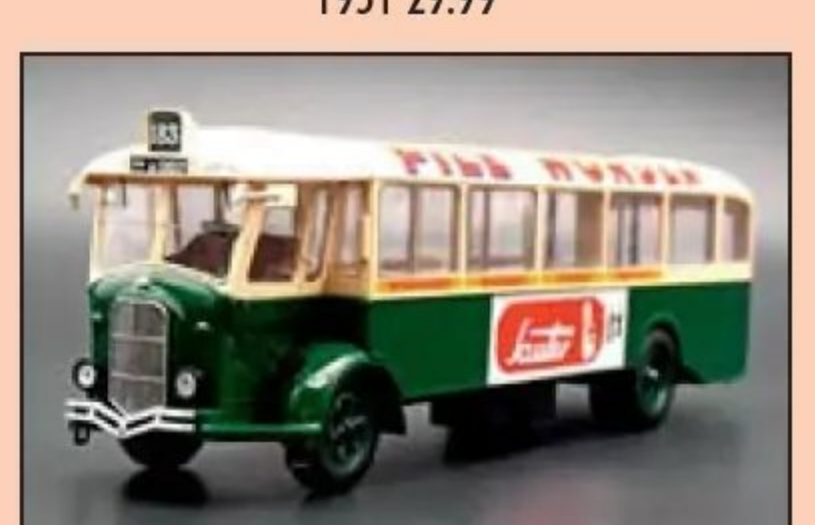
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KRUPP TITAN 080 'SENIOR LUXUS' GERMANY
1951 29.99



BERLIET PLA AUTOBUS FRANCE 1955 24.99



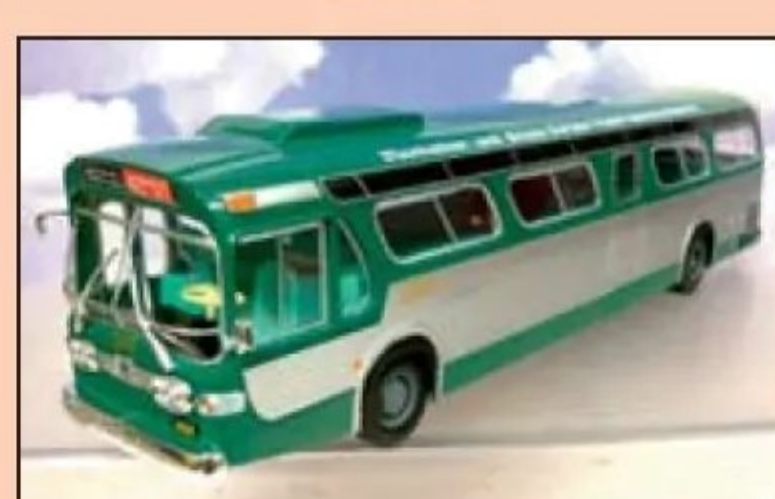
PANHARD K63D RATP PARIS 1939 29.99



COBUS 3000 BEIJING AIRPORT BUS AIR CHINA
1992 29.99



RENAULT FR1 TOURISME VERNEY FRANCE 1983
27.99



GENERAL MOTORS NEW-LOOK FISHBOWL TDH-
5301 NEW YORK 1965 29.99



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

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.

JUMP AT THE CHANCE TO OWN CORGI'S NEW LARGE-SCALE HARRIER JET

Marking a significant development in the history of this magnificent aircraft, the second-generation Harrier may have shared many visual similarities with its famous VSTOL predecessor, however, it was actually a very different aeroplane altogether. One which owed much to the McDonnell Douglas Corporation in the USA. Essentially, this new generation of Harrier was a much more capable aeroplane in every respect and a huge development of this now familiar VSTOL Harrier aircraft.

As one of the most capable aviation assets in RAF service, Harriers were never too far from the world's conflict hotspots, such as Operation 'Herrick', Britain's commitment to supporting British and NATO personnel on operations in Afghanistan. Providing air cover, ground close air support and air strikes against enemy insurgents, the first detachment of six RAF Harriers arrived at Kandahar Airfield in 2004, with aircraft remaining in theatre until Harriers were relieved by RAF Tornados in 2009. Flying a punishing schedule of these vital missions in support of ground operations, Harriers from Nos 1, 3 and 4 Squadrons would rotate through Kandahar during that time, augmented by No.800 Naval Air Squadron from September 2006 until January 2007.

During one of the busy periods of operational flying from Kandahar, a morale boosting visit was arranged for British troops to meet two rather high profile celebrities between hectic flying commitments. Glamour models Michelle Marsh

CORGI
BAe Harrier GR7A,
ZD437/49A 'Michelle',
RAF No.1 Squadron,
Operation Herrick,
RAF Kandahar,
Afghanistan, 2007

SCALE: 1/48
PRICE: £149.99
REF: AA29301

www.corgi.co.uk



ABOVE The tailplanes can be repositioned through quite a wide angle, just like the real thing.

and Lucy Pinder travelled to Afghanistan to show their support for the troops and, in preparation for their visit, ground crews made two rather unique artistic additions to two of their Harriers. Harrier ZD437 had a silhouette of Michelle Marsh applied to her nose at the head of her impressive mission marking scoreboard and was also given the name 'Michelle'. The other aircraft, Harrier ZD404, benefitted for a similar application, but this time carrying a representation of Lucy Pinder on its nose and appropriately given the name 'Lucy'. RAF officials were less enthusiastic about this development and quickly ordered the artwork to be removed, meaning that these Harriers would only carry their rather notorious artwork for a relatively short period.

BAe Harrier GR7 ZD437 made its first flight on 3rd November 1989 and was delivered to the RAF later that same month. She was one of the aircraft still based at Cottesmore on the occasion of the Harrier's final flight operation in British service on 15th December 2010. As proved to be the case with most of the airworthy Harriers withdrawn from British service in 2010 and in a move which infuriated a great many people at the time, the remaining UK Harrier fleet of around 74 airframes, plus all available spares and associated equipment, were sold as a single lot to America in 2011. They needed the aircraft in order to maintain their own fleet of US Marine Corps Harriers flying, aircraft which they intended to keep in service for many years to come.

Corgi's first release of the GR7 at the larger scale of 1/48 is absolutely stunning. Much more detail can be added at this scale and there is a full load of armament plus undercarriage options, featuring parts to display either as deployed or retracted, with a sturdy display stand. The cockpit slides back

and the rear tailplane tilts to add extra display options too. Finished all over in a very authentic matted sheen, the markings are all superbly represented, including Michelle Marsh herself. ■



ABOVE The unmistakable stance of the Harrier has been beautifully recreated by Corgi and a full complement of ordnance is present too.

EXTRA
360°
VIEW



HAND BUILT

MATRIX MODELS
1965 Bentley S3 Continental "Flying Spur" - Dark Green
 SCALE: 1/43 PRICE: £125 REF: MX10201-061
www.matrixscalemodels.com

Lovely model of this elegant Bentley S3. With neat gold pinstriping and light beige interior. It's one of the limited-production Matrix, with only 120 being made.



HAND BUILT

MATRIX MODELS
1994-97 Jaguar XJR X300 - Turquoise Blue Metallic
 SCALE: 1/43 PRICE: £115 REF: MX 41002-271
www.matrixscalemodels.com

Great model of Jaguar's 'super-saloon' of the period, with its supercharged 4-litre engine. With neat pinstriping, and light beige interior. Again limited to 100.



HAND BUILT

MATRIX MODELS
1994-97 Jaguar XJR X300 - British Racing Green
 SCALE: 1/43 PRICE: £115 REF: MX 41002-273
www.matrixscalemodels.com

Another version of the Jaguar super-saloon, again featuring excellent finish and detail, neat pinstriping, and light beige interior. Just 100 produced.



HAND BUILT

MATRIX MODELS
1939 Bugatti T57C Cabriolet by Van Vooren - Dark Blue
 SCALE: 1/43 PRICE: £115 REF: MX 50205-032
www.matrixscalemodels.com

Lovely model of this one-off spectacular Bugatti, built for the Shah of Iran. Beige interior, and wonderful detail, the plated parts in particular. Limited to 120.



TARMAC WORK
Renault 5 Maxi Turbo Rallye du Pays
 SCALE: 1/64 PRICE: £25.99
 REF: T64-TL061-86RDV01
www.tarmacworks.com

Tarmac Works add another livery to their wonderful R5 Maxi Turbo rally casting. The accuracy of form and tampo print is simply first class.



SIGNAL 1 MODEL CARS
Victoria Police Ford Falcon FG X XR6 Turbo - Victory Gold
 SCALE: 1/43 PRICE: AU\$122.73 REF: P002VG
www.signal1modelcars.com

Signal 1 continue their curation of Australian Emergency Response vehicles with this stunning replication of Victoria Police's Falcon XR6 Turbo in Victory Gold.



EXTRA 360° VIEW

CORGI VANGUARDS
Ford Transit Custom Trail, Race Red
 SCALE: 1/43 PRICE: £37.99
 REF: VA15102
www.corgi.co.uk

Nice changes from the standard Transit with the grille and wheels, black cills, air dam and side skirts. A great addition to any collection of commercials.



TARMAC WORK
Opel Kadett GSi
 SCALE: 1/64 PRICE: £25.99
 REF: T64G-065-GR
www.tarmacworks.com

An excellent '80s throwback with sharp detailing bringing period authenticity. A fine model and hope is high that this is released as Vauxhall's iconic Astra GTE.

NEW HOLLAND BRAUD 9070L HARVESTER

Only available from New Holland, and its dealer network, MarGe's new model is based on New Holland's popular grape harvester, designed for harvesting vines in rows of 1.6metres spacing. It's a well-built, largely metal, collector's display model. The front wheels can be turned to different steering angles and their height set. Pipework to the front drive motors are detailed, as are the road warning boards and plastic lights.

MarGe has provided a white GPS receiver, a plastic warning beacon, painted work lights, driving mirrors and on the front screen a wiper blade on the cab exterior. Like MarGe Models' replica tractors, the cab door on the model does not open. However, visible through the fully glazed cab, there's an accurately detailed interior. It has black floor matting, grey cool box, light grey steering column and steering wheel and black driver's seat. On the light grey seat armrest there's a red joystick and on the cab A-pillar two monitors.

The harvesting unit does not detach but has good levels of detailing. The 14 shaker rods are detailed, as is the white Visible Noria Basket system that's used to convey the crop to the hoppers. Both hoppers tip and above each there are the cleaning fan, ducting and versatile pink destemmer mesh. There are also handrails around the access platform.

Overall a great display model. ■

MARGE MODELS
New Holland
Braud 9070L Grape
Harvester

PRICE: £165.00

SCALE: 1/32

REF: 51110713

**www.new
hollandstyle.com**



UNIVERSAL HOBBIES
Deutz-Fahr 8280 TTV Tractor

SCALE: 1/32 **PRICE:** around £81.38

REF: UH6606 (M09D130)

www.deutz-fahr.com

Newly tooled model provided with good detailing. It has working front and rear linkages, steerable wheels, hinged driving mirrors and folding warning boards.



WIKING
Fendt 724 Vario Tractor with Cargo
6.100 Front Loader

SCALE: 1/32 **PRICE:** £134.95 **REF:** 077869

www.wiking.de

Beautifully engineered tractor provided with working linkages, loader with removable bucket and detachable front weight. Cab door and rear window open.



UNIVERSAL HOBBIES
New Holland T7.300 Blue Power
Tractor

SCALE: 1/32 **PRICE:** £77.00 **REF:** 6491

www.accuratediecast.com

Finished in Blue Power branding with good levels of detailing Universal Hobbies' new tractor has working linkages, folding mirrors and steerable wheels.



UNIVERSAL HOBBIES
Valtra S416 Tractor

SCALE: 1/32 **PRICE:** £76.10

REF: V42803550

www.shop.valtra.com

Limited edition model in the S series tractor launch colour. It is well built with many working features and good levels of detailing.



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



MGTA016 - 1/64 PADDOCK SERVICE TENT SET -
MARTINI RACING



72TM Aviation

AV7224016 - 1/72 WESTLAND
GAZELLE ARMÉE DE TERRE
CAMO LIVERY



RELEASED 1ST MAY 2024



TS0461 - 1/18 MERCEDES-AMG
SL 63 WHITE



TS0539 - 1/18 ASTON MARTIN
VALKYRIE HYPER RED



TSM MODEL

SCALE MINIATURES

TSM430737 - 1/43 BMW M4 BY SCHNITZER
BROOKLYN GREY METALLIC



TSM430741 - 1/43 MORGAN SUPER 3
JET GREEN (RESIN)



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PANZERKAMPF



THIS PAIR OF BRITISH CLASSICS FROM OXFORD DIECAST IS A RIGHT ROYAL TREAT

Recently released by Oxford Diecast is this rather wonderful pair of classic British cars that both have Royal connections. The Rover P5B was reportedly HM The Queen's favourite car and the cute Metro was purchased by a young Lady Diana Spencer.

Rover introduced the P5 in 1958 and it was the first Rover to feature unitary bodywork styled by in-house designer, David Bache. Its elegant look included a well-appointed interior that would see the saloon version become a firm favourite vehicle for executive, government and even Royal followers.

The final version of the Rover P5, the P5B, appeared in 1967, powered by the 3,528 cc Rover V8 engine. The B suffix was added to represent Buick, the originator of the engine. Rover had no budget to develop a new powerplant, so instead it enhanced the lightweight aluminium Buick engine, giving it strength while retaining its compact features. Externally, the four-door saloon and coupé were unchanged apart from the additional fog lights below the front headlights. The wheels were also given a makeover – Rostyle wheels with black inserts.

Oxford has chosen to launch its P5B tooling in the guise as owned and driven by HM Queen Elizabeth II. Painted Arden Green and registered JGY 280, it is reputed that Her Majesty had more than one, each successively carrying the same registration plate until the last one, which carried a K suffix. The main colour was specified by Her Majesty and the external trim is finished in silver. The interior seating is moulded in grey with black dashboard and steering wheel.

British Leyland introduced the Mini Metro in 1980, with a view to it being a possible successor to the incredibly popular Mini. Known initially as the Austin Mini Metro, as time went on with vehicle manufacturer mergers and takeovers, it became simply known as the Metro. Designed by David Bache and Harris Mann, the front-wheel-

OXFORD DIECAST
Rover P5B Arden
Green (HM Queen
Elizabeth II)
& Austin Mini
Metro Emberglow
(Princess Diana)

SCALE: 1/76
PRICE: £8.95 each
REF: 76RP5001 (P5B)
& 76MET001 (Metro)

www.oxford
diecast.co.uk



ABOVE Lady Diana Spencer's Austin Mini Metro in Emberglow Red.



ABOVE HM The Queen's Rover P5B in Ardent Green.



ABOVE
Both cars feature plenty of badge detail at the rear too. And this angle serves to show the size difference between the two as well.



LEFT
Two real British classics from decades apart, both designed by Derek Bache (with Harris Mann in the case of the Metro). Both are great new castings from Oxford Diecast.



NORTHCORD MODEL COMPANY
ADL Enviro400H Stagecoach London
12144, LX61 DDZ
SCALE: 1/76 PRICE: £66.99 REF: ukbus6203
www.modelbus.uk

All aboard! Northcord's first model of the ukbus 6200 range on the former CMNL 10.1 metre short wheelbase Enviro400 tooling. Limited to 1008 pieces.



CORGI
The Great Escape - Triumph TR6
Trophy (Weathered)
SCALE: 1/12 PRICE: £94.99 REF: CC08501
www.corgi.co.uk

Celebrating the 60th anniversary of one of the greatest motorcycle chases ever created in film, this is a replica of that famous bike. A must have model!



LE MAN MINIATURES
Chenard and Walcker #9 Winner 24
Heures du Mans 1923
SCALE: 1/18 PRICE: £316.99 REF: 118004/9M
www.ayrey.co.uk

Slot racing reproduction version of the Chenard and Walcker car from the first 24 Hours of Le Mans, which took place in 1923. Absolutely beautiful!



MODEL CAR GROUP
Ford Escort Mk1 RS 2000 Light Blue
1973 RHD
SCALE: 1/18 PRICE: £72.99 REF: MCG 18386
www.ayrey.co.uk

Available in 4 different colours, this two-tone blue Ford Escort really sings. A superb paint finish and a detailed interior compliment this larger scale nicely.



SUN STAR - RALLY COLLECTIBLES
Ford Focus RS WRC06 #1 C. Breen/P.
Brennan #3980
SCALE: 1/18 PRICE: £129.99 REF: SUN H3980
www.ayrey.co.uk

It was a pleasant surprise to open the box and find this Ford Focus inside! All the detail that you could possibly want is included, and exterior decals are spot on.



BBURAGO
Formula 1 Red Bull Racing RB19
Sergio Perez, 2023 season
SCALE: 1/43 PRICE: £10 REF: B18-38182P
www.oneforfun.com

Continuing our Grand Prix theme from last issue, this Red Bull RB19 replica comes with a lower price point, but just as much detail!



BBURAGO
Formula 1 Ferrari Sf-23 Charles
Leclerc, 2023 Season
SCALE: 1/43 PRICE: £10 REF: B18-36836L
www.oneforfun.com

Aimed (perhaps) at the pocket money market, this Ferrari arrives with a carded display stand and outer box. Superb detail and finish still make it a great model.



BBURAGO
Formula 1 McLaren MCL60 Oscar
Piastri, 2023 British Grand Prix
SCALE: 1/43 PRICE: £10 REF: B18-38187P
www.oneforfun.com

The colour and finish don't disappoint on this MCL60 and as such would make a great 'starter' model for anyone just beginning their collecting journey.

Into summer...

This quarter **Stephen Paul Hardy** takes a look at trends in the automotive scale models market before heading south in search of some summer sunshine.



Watching the emerging coverage of forthcoming new releases from Spielwarenmesse 2024 I felt a sense of detachment and of being mildly uninspired by many of them. This concerned me somewhat and led me into some fairly in-depth analysis discussions online. This led in turn to the realisation that there were two pertinent aspects. Firstly, whilst well attended by some of the significant manufacturers many of the smaller volume and niche market players didn't participate in Munich. Secondly, and perhaps more significantly, one of the trends that I noticed again this year is in the number of model releases portraying 'youngtimer' themes.

THE YOUNG ONES

So what are the 'youngtimers'? In a nutshell, cars of roughly 20 to 30 years old, as first defined by colloquial use of the phrase in German auto enthusiast circles. Or put another way, the cars we owned, or aspired to own, in our early years of driving. In turn this seems, for many, to define thematic collecting trends. As a result, this means the definition, and its contemporary subject focus, is one of a 'sliding window' effect as the years roll by.

This then explained why my personal areas of automotive interest (and scale models of them) are now ebbing outside of the current 'youngtimer'

ABOVE Unique Mexican version of the very attractive 1974 VW Brasília originally released for May 2021 in the Autos Inolvidables México partwork series and now currently available outside of Mexico if you know where to look.



ABOVE The diecast Edicola 1/24 Brasília includes commendable authentic details, such as the era idiosyncratic VW passenger grab handles to the B pillars and grille of the rear valance exhaust guard, that further enhance the well proportioned modelling of the car's distinctive body lines.

window period being modelled by many mainline manufacturers. Interestingly though after looking at current new releases over a wide range of scales and manufacturers – anything from Mini GT to GT Spirit – it strikes me that it is not necessarily the age of the actual vehicle being modelled that is the defining attraction but the way in which it is finished and the versions it is presented in. These factors often have a direct bearing on a model's appeal to different generational groups on account of the era related fashion or style trends the collector themselves identifies with... perhaps the most obvious example being the first two generations of the evergreen Volkswagen transporters – the 'Splity' and 'Bay' models which continue to flow onto the market in anything from original period look to wild, slammed, custom versions.

It seems to me that all of these factors are very much linked to a perceptible shift in buyer preference about the scale in which models are made.

BALANCING THE SCALES

Quite a few manufactures have undoubtedly been spreading their scale portfolios wider and wider, outside of the ones they have traditionally been associated with. Whilst players in the 1/18 sector are stretching upwards into 1/12 these large scales seem to be increasingly vying with the smaller scales



for collector's attention. Without a doubt the strong contender in the smaller scales sector is 1/64, whilst 1/43 (once the much preferred and most produced scale) hangs in the balance.

By "1/64" I mean it as a generic term rather than in a factual way. The transition of this scale sector has transformed what was perceived to be that of 'toy' dominance – albeit still delivering many good scale models – by such household names as Siku, Matchbox, Majorette, and Hot Wheels. These are now joined by an increasing number of manufacturers. In my view Tomica heralded the first stepping stone in this direction way back in the 1980s but it has taken the move of the 'sliding window' to open the way for the prolific Greenlight range, established manufacturers including IXO and Schuco expanding into the scale and newer names entering the market. Manufacturers such as Tarmac Works, Motor Max, Era Car, Lang Feng Model, Para64, Mini GT, Inno64, POPRACE and XCARTOYS deliver a watershed era of collectable scale models between them.

A sector growth that I don't think has much to do either with affordability or economy of display space but a lot to do with many of the subject models being "youngtimers" in terms of subject matter. For example, models of cars customised by the likes of LBWK and RUF together with a generation (or two) of Far Eastern automotive themes. All of which add up to popular choices with the incoming generation of younger, but still very serious, collectors. The clinching factor though is probably also that these new generation high end 1/64 models are superbly finished often in very complex, attention grabbing, liveries and detailing.

SOUTH OF THE BORDER

As chance would have it, contrary to a market trend to 1/64, my own attention has been increasingly attracted to 1/24 (admittedly a scale that hadn't been on my radar, probably because of the manufactures using it and the subject matters they were portraying). That is until the arrival of the Moulinsart collaboration with Hachette from the Tintin stories as originally released as partworks editions which I

covered briefly in *Affaire d'amour* (*Diecast Collector*, November 2022). Although 1/43 and 1/50 have traditionally been the staple partworks scale Hachette have released several series of models in 1/24, in addition to the Tintin series, including an Opel series for Germany and a Fiat series for parts of Italy.

As I sat down to sketch out the first draft of this feature I noticed a 1/24 partworks model that particularly interested me and one which serves as a perfect case study to further elaborate the discussions on the subject of partworks releases permeating the past two month's issues of *Diecast Collector*.

Even in the current era of the internet, partworks offer the ultimate challenge (read frustration) to collectors. On the one hand most provide good – even excellent – models for the single marque or theme-based collector with otherwise unavailable "must have" versions and variations. Quite often with castings that seem to get recycled by different manufacturers and publishers in a selection of colour variations. The downside is that the magazines they are combined with are often sold in single (national) markets, or worse still in sub-national regional markets depending on the publisher. I'm sure most readers recognise names such as Atalya, IXO, DeAgostini and Hachette!

Such models generally come mounted on a plastic plinth and blister packed and sometimes reach the market at a later date in small floods through retail outlets, presumably as excess stock released by publishers after a partworks series has finished. The challenge is first knowing they exist and then sourcing them because it is very much a case of get it when you see it. To respond to Richard Young's email published on page 74 last month, yes they can – sometimes. These excess stock models occasionally turn up through retail outlets and of course good ol' eBay provides the opportunity to throw a wider, international, sourcing search net inclusive of the original partwork magazine-with-model packages.

Bringing this all together the model that caught my eye was released as No.6 in a Mexican partwork series *Autos Inolvidables México* (Unforgettable Cars of Mexico) originally intended it seems to have been a 60 model series of which only the first 40 reached

ABOVE Samples of the latest of many 1/64 models hitting the market. These from Mini GT including, on the top row, wild Kado House Editions by designer Jun Imai.



ABOVE Three of Solido's latest diecast 1/18 'youngtimers': The wild purple Nissan GT-R (R35) LBWK Body Kit 2.0 - 2022 (S1805812)...



ABOVE ...the powerful Alfa Romeo Giulia GTA - 2022 (S1806905)...



ABOVE ...and arguably the best illustration of the current cult style the Toyota Supra MK4 (A80) in Streetfighter Orange - 1993 (S1805812).



BELOW Such is the world of partwork sourced models that the same 1/24 Brasilia is now turning up in Brazilian model shops in three new colours - beige, white and blue. Equally of no surprise is that they are now boxed and marketed as made by IXO.



ABOVE How convoluted is this: a model of a Mexican version Brazilian designed automobile sold in Brazil in a model range of US cars as a Californian Classic!

BELOW LEFT First quarter 2024 releases from AutoCult (top to bottom): 1933 Mercedes-Benz 170 Stromlinie, 1947 Lancia, 1929 Packard "Glasscock Speedster", 1938 Citroen 11, 1950 the very first Monteverdi and the 1984 Lancia "Delta S4 Group B" Prototype all as described on page 23 (right)

publication between March 2021 and December 2022.

Not surprisingly that Mexican partwork covered a lot of familiar, yet unfamiliar, European and American cars (and even a Datsun) all in unique variation guises as sold in Mexico. Needless to say, there was a spattering of Volkswagens amongst the list but it was that model No.6 released in May 2021 - a Brasilia - that particularly caught my attention. For me the car has always been one of the most desirable, coveted, air-cooled VW's ever made, yet because of its Brazilian origin is few and far between in scale model form. Only three or four variations in 1/43 have appeared so far and mainly thanks to partwork series. This Edicola offering however is streets ahead of all of them and at last delivered a model Brasilia I felt interested enough in to buy. In doing so it yet again reaffirmed there is a very valuable place for partwork sourced models.

Ok, so this 1/24 Brasilia has a few heavy casting joint lines and I did dislodge one of its rear taillights during the photoshoot. Something that went unnoticed until after I edited the images but was soon rectified. On balance though it is a superb model, well-proportioned and detailed such that for me it captures the spirit of the early (Mexican made version) Brasilia perfectly. A model I am very happy to display alongside high-end market 1/18s including Ottomobile's stunning SP2 "Sizzler from São Paulo" (September 2023). The card backing to the blister packaging reveals it was made in Bangladesh and imported into and distributed in Mexico by Distribuidora Intermex S.A de C.V. The model's baseplate however carries no names or manufacturing details.

As a postscript to this little case study; firstly, although quite a few of this Edicola series are currently turning up on ebay (notably from Italy and France) I sourced my review example from a UK retail outlet. At £24.98 (including P&P) I reckon that not only is a super capture of the Brasilia but also a snip at the price. Secondly, there is only one significant external difference between the Brazilian and Mexican made early series Brasilias - a difference



that marks the Edicola model out as Mexican - and that is in the steel wheel rim style. The Brazilian versions had elongated slots in them whilst Mexican ones had the more familiar standard VW rim.

And a twist to the tale: whilst undertaking quite a bit of internet research as preparation for this review I discovered that three other colour variations of the model - with a different number plate - were available in Brazil as part of a series marketed as Branca 1/24 California Classics! Such are the twists, turns and backtracks that are part of delving into partwork diecasts...

Whilst 1/43 may, generally, appear to be in a period of popularity decline there is certainly no tailing off in the enthusiastic following that AutoCult has.

AUTOCULT UPDATE

The first quarter of 2024 has seen yet more

Whilst 1/43 may, generally, appear to be in a period of popularity decline there is certainly no tailing off in the enthusiastic following that AutoCult has.

enchancing sealed resin 1/43 models from AutoCult in both its own range, the Avenue 43 series and the Ravensberger Handelskontor's Exclusive "Masterpiece" range. As usual each model is a 333pcs production run.

- **Mercedes-Benz 170 Stromlinie Erdmann & Rossi - 1933 (#04040)**

The latest addition to AutoCult's "Stromlinie" (Streamlined) catalogue category comes this superb looking model that will surely be heading for many Mercedes-Benz model collections. Styled by Berlin based luxury coach-works specialist Erdmann & Rossi it was displayed at the IAMA in Berlin in February 1933. It had a futuristically styled aerodynamical body line based on a Mercedes Benz 170, which proved controversial. In retrospect the Erdmann & Rossi Mercedes-Benz was several years ahead of its time.

- **Lancia LP01 - 1947 (#06060)**

This dramatically styled prototype was the realisation of a design envisaged by the then 32-year-old Gianni Lancia when he took on a key role in Lancia in 1947. With a bodywork styling influenced partly by the need to duct air to the rear mounted V8 engine it is another of AutoCult's models that celebrates the extensive influence of 'Carozzeria Ghia' in twentieth century automobile history.

- **Packhard 6th Series Thompson Special "Glasscock Speedster" - 1929 (#02032)**

A dashing one-off Speedster that has survived to the present day and is now on display at the Driving Museum in El Segundo, California.

- **Citroen 11 Berline Gazogene - 1938 (#05047)**

A historically important model predictably of interest to a variety of thematic collectors is this coal burning adaptation dating from the German occupation of France in World War Two by the company Fab Elgazo Tarbes.

- **Monteverdi Special - 1950 (#05045)**

The modest but adventurous start to a Swiss automotive legend: Peter Monteverdi's first car and



ABOVE Mini GTs 1/64 Nissan Z 400 Yellow Pandem - 2024 (MGT00752) 'youngtimer'.



ABOVE ...and proving there are still some 'oldtimers' to be found amongst the latest Mini GT 1/64 releases the Porsche 911 (901) - 1963 in blue (MGT00707).



ABOVE The unique, full sized, 1991 version of the Ford X 2000 Concept Car built by the custom builder legend Andy "Automotive Alchemist" Saunders and now modelled in 1/43 by AutoCult for Ravensberger Handelskontor's Exclusive "Masterpiece" range.

BELOW My favourite pair from AutoCult this quarter: The Avenue 43 Pontiac Firebird Pegasus 365 and the Plymouth Cabana Concept. Remember these are 1/43 scale models not 1/18 ones.



one that he made when just 17 years old.

- **Lancia SE038-001 "Delta S4 Gruppo B Prototipo" - 1984 (#07029)**

An absolute essential addition to any Lancia rally themed collections: the prototype for WRC Delta S4!

AVENUE 43

Now I have to say that whilst American cars are not normally my thing the following batch include some candidate nominations for my Model of the Year 2024...

- **Pontiac Firebird Pegasus 365 - 1970 (#60109)**

A sensational design study initiated by GM Design Vice President William "Bill" L. Mitchell, the Pegasus 365 combined a stock Firebird body with a Ferrari V-12 engine to make a wild experimental show car. Another survivor it now resides in the in the GM Heritage collection. The detailing on the model is amazing thanks to AutoCult choosing to replicate the original gold pin striping over deep candy red paintwork that was sadly reduced as part of a makeover in 2012.

February brought a significant pair of models that are 'must-haves' in any Porsche collection: **Porsche 928 Cabrio Prototyp - 1987, silver (#60106)** and **Porsche 928 Cabrio Carelli Design - 1981, red (#60107)**.

March brings us to one of my favourites of this quarter and yet another of Ghia's contribution to evolving automotive design...

- **Plymouth Cabana Concept - 1958 (#60105)**

A station wagon concept featuring an unusual roof configuration the rear third of which was all glass and acted as both the rear side windows and rear window.

EDITION MASTERPIECE

- **Tatra 600 Cabriolet Sodomka - 1949 (#90288)**

Premiered at the 1949 Geneva Motor Show, this imposing one-off Tatra convertible has a fascinating historic story to tell of life between the Geneva show and being finally renovated for its permanent home in the Tatra Technical Museum, Koprivnice in 1978.

- **Ford X 2000 Concept Car - 1958 (#90246)**

Last but not least, and indeed in many ways best of all: premiered as a 30 inch 3/8th scale design study model in 1958 (by designers at Ford led by Alex Tremulis and Bill Balla) it wasn't until 1991 that a unique, full sized, version was built by the custom builder legend that is Andy Saunders from Poole in Dorset. It is an aside but a very relevant one, that Andy's multiple award winning book *The Automotive Alchemist* published in November 2022 is enthralling reading that covers the many amazing cars that he has created. I can only sincerely hope that AutoCult find a space in its forward program to model one of my all time favourites of Andy's creation - DÉJÀ that has been extensively displayed including at last year's Beaulieu International Autojumble. ■



Spalding Model Tractor Show

Cathy Herron got up early to visit the longest running tractor and construction show in the UK...

It made a very pleasant change to see that the sun was shining across The Fens, as I made my way to Spalding... it made the early start much more enjoyable! The reason for my journey? To visit the 37th Spalding Model Tractor & Construction Show, held at Springfields Events and Conference Centre.

The show was founded in 1987 by Colin Boor and Stuart Gibbard. Bill Richardson had run his farm toy show on his farm in East Hatley, Bedfordshire and this sparked the idea of a show closer to home with Colin saying "Why travel all over the country looking for model tractors when we could get them to come to us?" and so Spalding Model Tractor Show was born.

It is now in the safe hands of Kerry Gooden and Daniel Hewitt. A young and enthusiastic couple with a range of knowledge in the market, and big ideas for the event's future. Kerry said: "Our aim is to elevate this event and transform it into the largest and most exceptional show in the country. As both participants and traders in various shows, we possess a

unique understanding of what traders and attendees desire. We're dedicated to delivering an extraordinary experience that caters to the needs and desires of everyone involved".

This model tractor and construction show has become a must-see for collectors and dealers of both models and literature from all over the world. But you don't have to be a collector to enjoy the show - there's something for everyone and it was encouraging to see many families with young children in attendance. If you were interested in dioramas and displaying your collection, you were in luck too as the show featured many impressive displays; dairy farm scenes, combine harvesters out in the field or miniature figures enjoying a refreshing drink.

More information about the next event, planned for Sunday 6th October, can be found at www.spaldingmodeltractorshow.com or by emailing the organisers directly at spaldingmodeltractor@gmail.com. If social media is more your thing, then the show has an active Facebook account showcasing highlights, pictures and videos. ■

ABOVE
Visitors and stallholders browsing in the main hall at the show.

BELOW
Diorama on display from Strictly Figures.





ABOVE
As well as organising the show, Kerry and Daniel had their own stall selling a range of farming models and collectables.



ABOVE
G&M Farm Models was celebrating its 40th anniversary over the weekend!



ABOVE
It wasn't just farming models on display, there was a large construction presence too.



ABOVE
Fancy something other than diecast models? Reading material, catalogues and magazines were on offer.



ABOVE
The sun stayed out long enough to enjoy the full-size tractors outside.



ABOVE
Ron Watts' stand had a wide selection of models; from vintage diecast right up to present day Britains.



ABOVE
If you were looking for ideas on how to display your collections, there were plenty of dioramas on show.



ABOVE
Vintage steam engines made an exciting attraction.





The wildest Quattro

In 1985 Audi Sport decided some work had to be done in their Quattro S1 rally car. Strong competition showed that more power and a shorter wheelbase were not enough. **Francisco Mota** goes back to the WRC Group B era to find out how the Ingolstadt-based rally team developed their wildest car. Photos: João Carlos Oliveira

In part 1 of this Audi Sport Quattro S1 story (*Diecast Collector*, May 2024 issue), we concentrated in the first evolution of Audi's short wheelbase rally car from the mid-1980s. Until then, the German squad accumulated considerable success with consecutive evolutions of the original Quattro long wheelbase version. However, competition got stronger and the technical department decided something had to be done to increase the speed of the car in all types of rally surfaces, particularly on tarmac. Two major decisions were taken, the first one was to develop a more powerful version of the original in-line five cylinder turbocharged engine. The

second one was to shorten the wheelbase making the car considerably shorter and more nimble, something the works drivers had always asked for. For marketing reasons, the engine position was kept unchanged, longitudinal and ahead of the front axle. It was not ideal, for weight distribution purposes, but it was seen as essential to keep a direct link to Audi's road cars at the time. So much so that a road version of this first evolution Audi Sport Quattro was made and sold just like any other ordinary Audi model.

MORE POWER, BIGGER WINGS

It didn't take much time for Audi's engineering team



LEFT
From left, three Sport Quattro S1 E2: 1986 Portugal, 1985 Ulster and 1985 Sanremo, all models by Spark.

to understand that their car was not enough to beat the new Group B machinery that was being launched, namely the Peugeot 205 T16, with its mid-engined layout, that gave it much better balance. Audi was not ready to follow the same route, even if a mid-engined Audi Quattro prototype was indeed built and road tested, before it went back to the workshop and never to be seen again. Audi still wanted their Group B rally car to be a “development” from their road cars, even if the most extreme of them all.

The Sport Quattro S1 Evolution 2 was conceived and tested during the first half of 1985. It looked incredible, closer to a racing prototype than a rally car, with enormous rear wing, front spoiler and wide wheel arches. It took the homologation file to the extreme, in terms of aerodynamics. No other Group B car went so far in this respect and the look of this truly monstrous rally car is what makes it so famous until today.

Do not be fooled by its looks, though, as there was true substance under all that dramatic shape. The stroke of the engine was slightly reduced, dropping the capacity to 2110 cc, but enabling power and

torque to rise significantly, 550 PS were announced at the time. However it was said that the in-line five cylinder engine could get to as much as 600 PS, for short periods. The oil, water and transmission radiators were moved to the rear of the car. This was to balance as much as possible the weight of the E2 towards the rear. The big rear wing had, partially, the same effect at speed.

DEBUTED IN THE USA

The new Audi Sport Quattro S1 E2 made its world debut in the hands of Hannu Mikkola and Arne Hertz in the Olympus rally in Washington State, USA in July 1985. The car could not score points yet, however it easily won against an older Quattro long wheelbase driven by the local John Buffum. This engagement was also meant to be a rehearsal for an event that would be the USA leg of the WRC championship the following year.

Model maker Spark launched a 1/43 replica of this first seen S1 E2 and it looks great in its all white no-livery look. The model has the correct narrow gravel wheels and tyres, yellow mud flaps and no extra

//

A mid-engined Audi Quattro prototype was built and road tested, before it went back to the workshop and never to be seen again. Audi still wanted their Group B rally car to be a “development” from their road cars, even if the most extreme of them all.

//

>>> AUDI SPORT QUATTRO S1 – PART 2



ABOVE The first S1 E2 to be raced by the works team was this white car, first in the USA Olympus rally, in 1985 and than in that same year's Ulster rally. Both models by Spark.

spotlights at the front. It also features oval export German license plates and complete cockpit with all the rally ancillaries.

The exact same car was flown to the Ulster Rally, later in the same month, for female driver Michèle Mouton to race in. Suspension was changed to tarmac specifications and wider slick tyres were fitted. Interestingly, due to contractual arrangements of Audi UK, the car had to run on Pirellis, rather than the Michelins on which the suspension had been developed. Mouton described the car as nervous, also because the suspension was found too soft for the fast Irish roads. The biggest problem she found was an uncontrollable turbocharger pressure rise that led the team to retire the car, before the engine destroyed itself. Spark also reproduced this version, with the lower and wider suspension settings, no mud flaps, the trademark Audi six spotlights and extra Pirelli and Shell Oil sponsors. The pair looks absolutely great side by side.

THE FIRST WRC RALLY

The first WRC outing was in Argentina with a single S1 E2 that retired due to engine failure. Next was Finland's 1000 Lakes rally, where a complete team of

two cars was entered, for Mikkola and Blomqvist. The cars now had water spray to cool the brake discs, to cure a problem that had surfaced earlier. The Swedish driver finished second, while the Finn retired with engine troubles. The S1 E2 was back to Great Britain in September for the Manx rally, driven again by Michèle Mouton. She retired after a serious accident that pushed the engine back almost to the bulkhead. Spark reproduced this S1 E2, this time featuring the Audi Sport colours and the yellow stripes of the works team sponsor, the cigarette company HB. However, instead of those logos, the car features Shell Oil and Pirelli sponsoring, giving it an interesting collector's item flavor. The next one is the most glorious of all S1 E2s, the 1985 Sanremo winner, driven by German rally ace Walter Röhrl. From this rally on, the car featured an even wider rear wing and Spark reproduced it with all the cigarette logos on the body and in tarmac daylight version, meaning no spotlights and wide tyres. Minichamps also reproduced this iconic version, both with and without HB logos. Those are diecasts, while Spark's are resincasts both replicate the Audi very wheel, perhaps Minichamps six spotlights are not as convincing as the ones used by Spark in this scale model.



ABOVE Wide tarmac wheels and tyres for the Ulster car and no need for mud flaps.



ABOVE Yellow mud flaps in the USA Olympus rally specification, plus narrow gravel wheels and tyres.

BOTTOM Note Shell Oil sponsor and rear license plate positioned further down in the 1985 Manx version, on the right.

BELOW Three versions with the final HB sponsor's colours, from left: 1985 Semperit rally with crossed spoke wheels, the 1985 Sanremo winner and the 1985 Manx entry with Pirelli tyres.





Minichamps released two diecast models of the 1985 Sanremo winner, one with the HB logos, sold through Audi dealers and the other without, in its regular series. Bottom of this page, the three 1986 cars, as entered in Portugal and Monte Carlo, all by Spark.



ABOVE Front to rear, Minichamps diecast is a very good scale model, with all the necessary details.



ABOVE Iconic front end for the 1986 Monte Carlo car, reproduced by Spark.



ABOVE Rear window could be opened to extract the spare wheel. Seat belts anchored to the roll cage.



ABOVE For tarmac stages of 1986 rally Portugal, Audi developed these brake heat extractors.

Before the 1985 WRC season's last event, the RAC, Audi Sport entered a S1 E2 in the Semperit Rally, a leg of the Austrian championship. Röhrl drove the car that featured a new semi-automatic gearbox designed by Porsche and later to be used by the endurance racer Porsche 962. It was called the PDK transmission and worked the clutch system by itself during stages, the driver only had to care about manual shifting. Spark did not miss that this car featured unique golden crossed spoke wheel rims. For the final WRC event of the year, the RAC rally, Audi entered a pair of cars for Mikkola and Röhrl, the German keeping his PDK equipped car. Both retired; engine failure for the Finn and an accident for the German.

The 1985 season ended with Peugeot beating Audi and Salonen beating Blomqvist for the manufacturer's and driver's championships respectively.

THE FINAL SEASON

For the following season the team had no complete program, even if they still had a competitive car and two world champion drivers in Mikkola and Röhrl. They entered them both for the 1986 Monte Carlo rally where they finished 3rd and 4th behind the

winning Lancia Delta S4 driven by Henri Toivonen and Peugeot's 205 T16 E2, driven by Timo Salonen. There were no great differences between the last cars used in 1985 and the new pair of S1 E2s used in the Monte Carlo, so that made things easier for Spark. They offer both cars in their catalogue. Only the rear wings are a little wider still. To make both appeal to collectors, one is fitted with spotlights, the other without and both look great. That leads us to the final Audi Group B car ever to be seen rallying in the WRC. That was the single car Audi Sport entered for the rally Portugal. The car had new heat exhaust dishes in the front wheels and those are replicated by Spark, making it look unique in this collection. The serious accident that happened in the first day of the rally led to a works driver's strike; they claimed there was not enough safety for the spectators and retired the event after the first round of morning stages. This led Audi to cancel the other events they were planning to enter in the 1986 WRC. However, this was not the end of the S1 E2.

A car was shipped to the USA Pikes Peak hill climb, for the local star Bobby Unser to drive and he dully won the event. A year later, the works team was back with an even wilder version of their car.





ABOVE This is the S1 E2 as seen in the 1990 Race of Champions, an handbuilt resin model released by GroupBmodels.

Bigger rear wing, a second wing at the front and a NACA duct on the roof, to cool the rear radiators. Röhrl won the “race to the clouds” and established a new record in doing so. Minichamps released a replica of this ultimate monster in a very nice gift set. The model itself features all the extra aerodynamic devices, side exhaust, tinted glass and a livery with the Audi Sport colours. Looking at the underside of the model, we can see detailed suspension, front and rear, as well as sump and rear differential protections. The S1 E2 was such an impressive car, that it raised curiosity from driver’s that never drove it in period, so it kept been used in the RoC (Race of Champions), an event that started as a get together of past and present rally champions. They were to drive in one-to-one heats, in rallycross style venues, and find out which was the best of them all. Carlos Sainz drove one of the S1 E2s in the 1990 RoC and GroupBModels launched that car, painted black with Blaupunkt sponsoring. It’s a Code 3 based on an old resin kit, not a very detailed model, but enough to fill a gap in this collection. When Group B was cancelled for the 1987 WRC season, Audi Sport still did a one-year WRC program, entering the enormous Group A 200 Quattro limousine. The best result they got was a win in the Safari rally, the only place where a car that

size could be competitive. After that, they completely retired from rallying.

However, Audi did not retire from motorsport. After the WRC they went Stateside, entering a special 200 Quattro in the TransAm Series, and then a 700 bhp 90 Quattro in the IMSA series. After that they returned to Germany for the DTM series and later dominated the world endurance championship and Le Mans 24 hours for a decade. In the previous three years, Audi competed in the Dakar, winning this year. Now, they are heading to Formula 1 and nobody risks to bet against them. ■



ABOVE Underneath the 1987 Pikes Peak model by Minichamps, with great suspension and transmission details.

Minichamps released a diecast replica of the wildest S1 E2 ever, the 1987 Pikes Peak winner with its extreme aerodynamic kit.



ABOVE Carlos Sainz never drove the S1 E2 in period, but he tried it in the 1990 Race of Champions.



ABOVE Different livery for the RoC version that was driven by several drivers at this event.

For 1987, Audi Team went to Pikes Peak hill climb with an even more extreme version of S1 E2. Bigger rear wing, a second wing at the front and a NACA duct on the roof, to cool the rear radiators. Röhrl won the “race to the clouds”...



ABOVE The wildest rear wing ever to be seen on an Audi Sport Quattro S1 E2.

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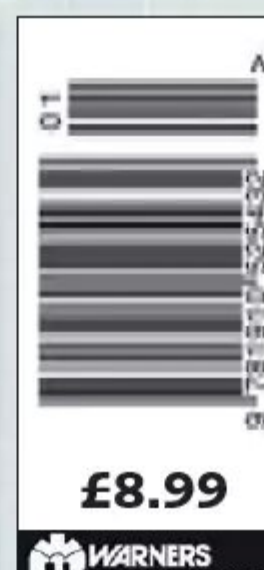


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Post-war British clockwork cars

For a relatively short period after World War Two, several British toymakers combined diecast construction with clockwork mechanisms. **Andrew Ralston** finds out more...

ABOVE
Mettoy's first venture into diecast was the Castoys series launched in 1948. The car is a generic design whereas the van resembles a Morris. Both models are around six inches long. Photo courtesy of Vectis Auctions.

Friction-drive mechanisms, clockwork motors, battery-powered remote control boxes, and even elastic bands: these are just some of the methods used over the years to power toy cars. The earliest and most widespread method was clockwork, popular at a time when toys were usually made of tinplate which was a fairly light material. When it comes to diecast metal toys, the motor has to cope with additional weight but some British toymakers rose to the challenge. Numerous clockwork-powered diecast cars were made in the early post-war period up to about the mid-fifties, after which this type of toy largely faded away in favour of plastic friction cars whose lighter weight allowed them to zoom across the floor without difficulty.

The first challenge in designing a diecast clockwork car is where to put the motor. In most cases, it was fitted to the base of the car vertically with the power being transmitted to the rear wheels via gears. A key inserted in a hole on the side of the body winds up the spring tightly – sometimes too tightly – and, when released, the car accelerates forwards. There were, of course, variations on this pattern, some of them quite ingenious. Just before World War Two, Scamold introduced some racing cars with removable mechanisms, wound up not by the usual key method but by a starting handle at the front. Britains solved the problem of fitting the motor in a restricted space by housing it in a separate two-wheeled trailer, designed to link onto a variety of

farm and military vehicles.

The models discussed here, however, are powered in the conventional manner and while there were a few exceptionally large clockwork diecast toys, including several tractors and the imposing Shackleton Foden lorries (around fourteen inches long), for the purposes of this study we'll limit the discussion to diecast cars and trucks which are roughly of Dinky Toy-size, or in the case of those by Mettoy, a little bigger.

METTOY, CHAD VALLEY AND WELLS-BRIMTOY

Mettoy, Chad Valley and Wells-Brimtoy were three of the larger British toy companies which attempted to

RIGHT
The streamlined bus, another of the Castoys series, weighed in at 12.5 ounces (354g). Mettoy trade catalogues of the period quoted weights, possibly because this would affect delivery charges to the all-important export markets.





ABOVE
Realism improved with the Mettoy Standard Vanguard, shown here in five inch size.



LEFT
The Vanguard featured 'reverse bumper action': pressing in the bumper enables the car to move in the opposite direction. The bumper ends, however, break off easily.



ABOVE
Underside of the Castoys saloon car, showing the adjustable front axle and the gears of the mechanism transmitting power to the back wheels.



LEFT
Britains came up with an ingenious solution to accommodate the clockwork motor. Instead of fitting this inside a model, it was put in a trailer designed to attach to various military and farm models. The trailer first appeared in 1950 and was still pictured in the catalogue ten years later. Photo courtesy of Vectis Auctions.

combine cast metal bodies with clockwork motors after World War Two. While all three were newcomers to experimenting with diecast construction, they all had experience in the field of tinplate clockwork toys. Wells-Brimtoy had a complicated evolution which can be traced back to British Metal and Toy Manufacturers Ltd of 1914. Until then, clockwork toys, especially trains, were largely imported from Germany but these obviously fell out of favour in the UK during World War One and British toymakers were quick to take advantage. When Chad Valley (an even older firm originally concerned with printing and bookbinding) started to market tinplate toys, production was at first carried out on their behalf by the Metal Box company. Mettoy was founded in 1933 by Phillipp Ullman, a refugee from Nazi Germany, who brought with him his experience of tin toy manufacture in Nuremberg.

In the post-war period, all three companies sought to modernise their product lines by diversifying into diecast, no doubt influenced by the huge success of Dinky Toys. The thinking may well have been that the competition could get ahead of the game by making motorised diecasts, something that Dinky did not pursue. Accordingly, in 1948 Mettoy launched a range of 'Heavy Cast Mechanical Perfect Scale Models', sold under the name 'Castoys', the diecasting being carried out by the Birmingham Aluminium Casting Company. The six subjects were a saloon car, single deck bus, racing car, articulated lorry, fire engine and the most

realistic item, a delivery van similar to the Dinky Morris telephone service van. The Mettoy, however, was bigger (six inches long) and came in a number of different liveries. Other than this van, the range only lasted for a few years and the weight of each model meant that the performance of the clockwork motor was a bit lethargic! The next step was therefore to downsize, and two saloon cars, no longer generic but based on real prototypes (Rolls Royce and Standard Vanguard) were made in various sizes. Mechanisms became more ingenious, too: on the five-inch long Vanguard pictured, pushing in the front or rear bumper allows the car to move forwards or backwards. Unfortunately, these sticking out bumpers rather spoil the look of the car and they are also easily broken.

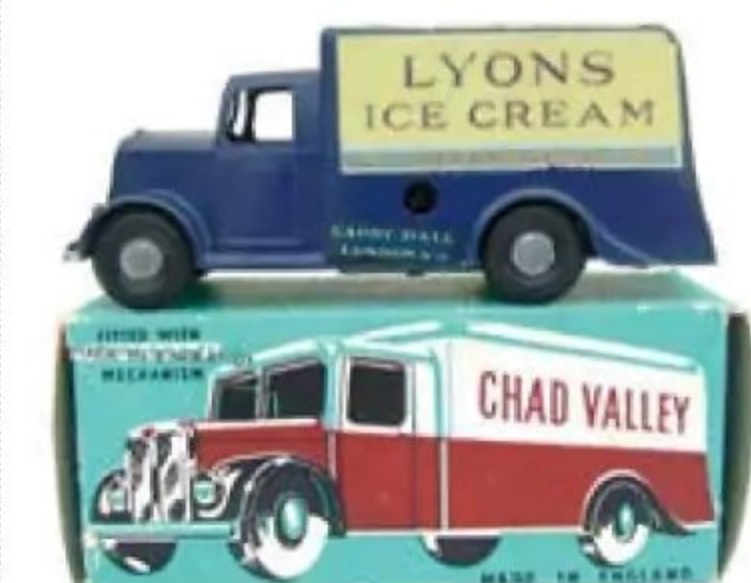
Mettoy made plastic clockwork and friction cars as well, but this somewhat mixed bag of toy vehicles was really only a prelude to what would become the company's biggest success: Corgi, launched in 1956. Mettoy didn't attempt to put clockwork motors into Corgi cars but, for a few years, these were available with a flywheel friction motor until the range became so popular that Corgi realised the mechanisms weren't really needed. Things like opening doors and other gimmicks soon proved more attractive selling points.

BRIMTOY

In the post-war period Brimtoy, like Tri-ang Minic, continued with clockwork vehicles made of tinplate



ABOVE
Longer bonnet on the Super Snipe. Like some examples of the real car, this model has metallic paint.



ABOVE
The Chad Valley Guy Box Van was more realistic, and came with different advertising liveries.



LEFT Seven inch clockwork car from Chad Valley incorporates various styling cues from late forties British car design. This also came in black as a police car. *Photo courtesy of Vectis Auctions.*

and later plastic (or a combination of both) but the Brimtoy 'Pocketoy' series also included a few diecasts. The range of Pocketoys with plastic Bedford cabs and chassis and tinplate backs, once to be found in Woolworth's branches, was extensive. Compared to this prolific output, the number of diecast cars was small: a Sunbeam Talbot, Buick and Vauxhall, all powered by clockwork motors wound up via a key inserted in the side of the body. Other than the frontal appearance, the shape of the Buick bears little resemblance to the real thing. The Vauxhall, based on a J Type 14 saloon, is the best of the bunch and the choice of this car presumably resulted from the close working relationship between Wells-Brimtoy and the Vauxhall-Bedford company. The Sunbeam Talbot two-litre was seen briefly on the roads before the war and produced thereafter for only three years before it gave way to the more stylish 90 saloon of 1948. A heavy-looking model lacking the prominent headlamps of the prototype, the Brimtoy is still recognisable as a Sunbeam Talbot on account of the distinctive shape of the rear side windows. It has a tinplate base marked 'Pocketoy' and, in spite of the weight of the car, the mechanism is powerful enough to allow it to run quite a distance. I can verify this as I've tested it – purely in the interests of research, of course, as collectors don't actually play with their toys, do they?

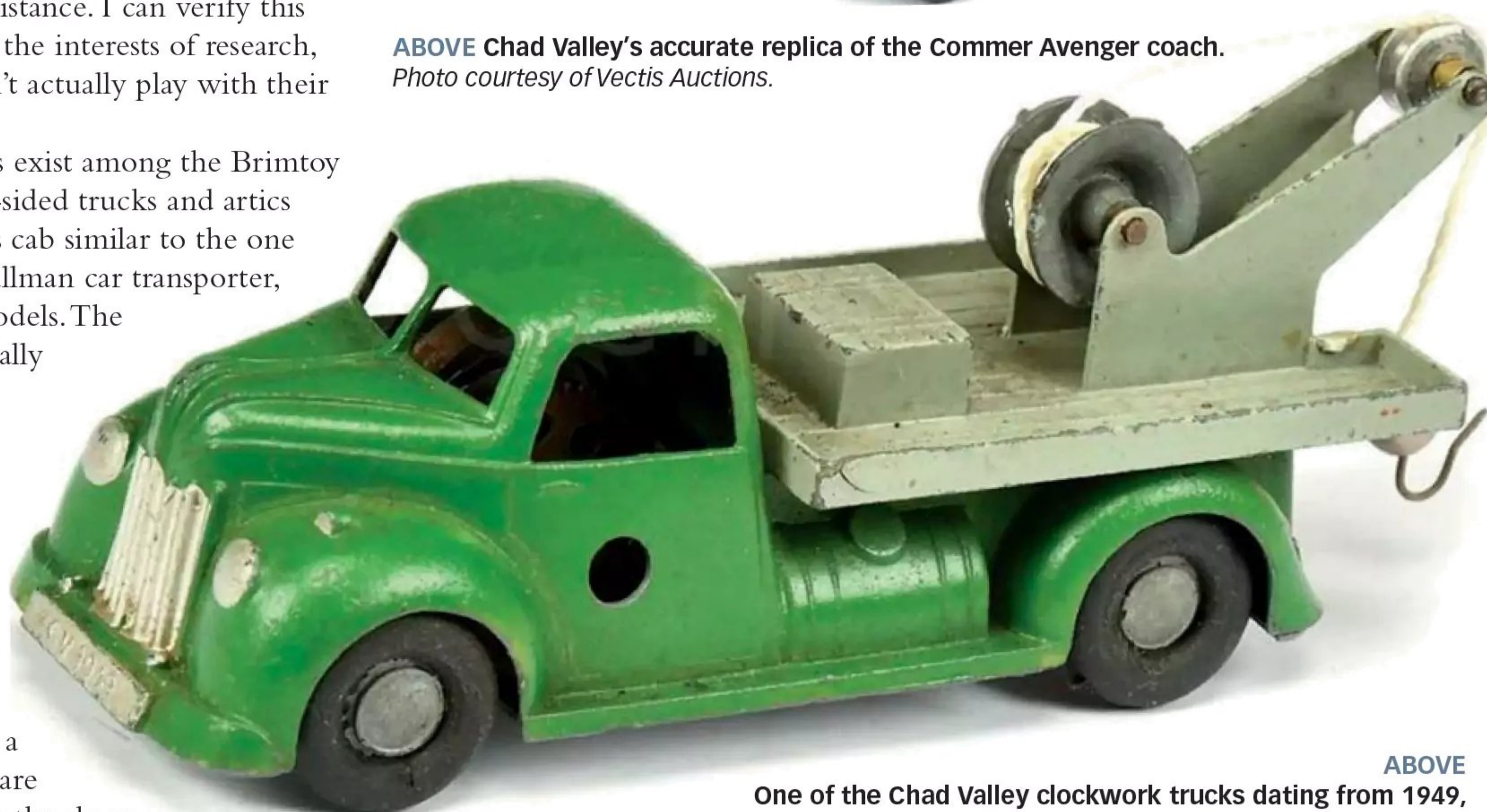
Some interesting hybrids exist among the Brimtoy trucks. Various tippers, flat-sided trucks and artics shared a Bedford 'O' Series cab similar to the one that Dinky used for the Pullman car transporter, refuse wagon and other models. The Brimtoy tractor unit is usually moulded in plastic and the trailer made from tinplate, whereas the green and red short wheelbase lorry and trailer shown here is unusual as it has a diecast cab. Placing this side by side with the more common plastic one shows that, apart from a few moulding marks, they are virtually identical. Though the shape is nowhere near as accurate as the Dinky, Brimtoy



ABOVE The 'Commer Hands' articulated truck is one of the rarer Chad Valleys. *Photo courtesy of Vectis Auctions.*



ABOVE Chad Valley's accurate replica of the Commer Avenger coach. *Photo courtesy of Vectis Auctions.*



ABOVE One of the Chad Valley clockwork trucks dating from 1949, as stated on the number plate. These generic commercial vehicles are less desirable than the Chad Valley Rootes Group cars.

RIGHT Brimtoy Bedford articulated lorry, one of the few Brimtoy trucks to have a diecast cab.



ABOVE Plastic (left) and diecast (right) Brimtoy issues are virtually identical. The position of the clockwork mechanism allows the key to be inserted from underneath and avoids the need for a keyhole on the side of the body.



ABOVE A scarce boxed example of the Brimtoy Vauxhall saloon. Note how the tinplate base incorporates the bumpers, while the grille and headlamps are a separate casting as on pre-war Dinky Toys.



ABOVE This Brimtoy resembles a Buick at the front, if not at the back. The plastic wheels are usually black, but occasionally red. Photo courtesy of Douglas R. Kelly.



ABOVE Chad Valley Humber Hawk saloon. Note the 'Inspection Note' inside the box – a testament to the factory's quality control.



Brimtoy's rather heavy-looking Sunbeam Talbot. The wheels on this example are not original.



has skilfully integrated a compact clockwork motor which sits flat under the back of the chassis and is wound up by inserting the key underneath, avoiding any unsightly key hole on the bodywork.

Why did Brimtoy make the same truck in both metal and plastic? It may be that the diecast one is an early issue and the tooling was later adapted to plastic, perhaps for reasons of cost and standardisation. A clue may lie in the design of the wheels, which are grey as fitted to some of the early cars rather than the black used on most of the plastic trucks.

CHAD VALLEY

If Brimtoy favoured Vauxhalls and Bedfords, Chad Valley developed an even closer relationship with the Rootes Group. The Birmingham-based toy company turned to diecasting in 1949 with some fairly crude clockwork-powered trucks and cars that were not identified as being based on real ones. The so-called 'Razor Edge' saloon resembles a Rolls Royce, though with a roof-mounted loudspeaker it makes an unlikely choice of vehicle for police use! The Guy van, available in 'Guy Motors Ltd' (green), 'Chad Valley' (red) and 'Lyon's Ice Cream' (dark blue) liveries, was a much better model but

Chad Valley soon moved up a gear with a group of promotional models available from Rootes Group showrooms as well as toy shops. The series included the main Rootes saloon cars of the early fifties: the Hillman Minx, Humber Hawk, Super Snipe and the Sunbeam Talbot, in addition to a Commer coach and articulated lorry. The long bonnet of the Super Snipe gives it a dignified look, especially with a metallic finish which was quite advanced for a toy car of the era. The Hawk had the shortest production run (1952-3) of the four cars, but the Sunbeam Talbot with its distinctive streamlined shape seems to be the hardest to find.

Chad Valley managed to squeeze a clockwork motor into a two-inch long car, van and coach in the 'Midget' series as well, though many surviving examples of these seem to suffer from corrosion under the paint surface. Much larger was a seven-inch clockwork saloon car, often found as a black police car. However, the Rootes vehicles are certainly the finest diecasts Chad Valley made.

The boxes proclaim that Chad Valley were 'By Appointment Toymakers to Her Majesty The Queen', so perhaps some of these cars have been handed down to the latest generation of young royals to play with! ■



Par Avion

John Morris takes a detailed look back at the early aviation output from Dinky's Paris factory.

ABOVE
Dewoitine, L'Arc-en-Ciel.

Along with cars and trucks, aircraft made up a large part of the output from Dinky's Paris plant, at Bobigny. From the earliest days in 1934, the Dinky range featured both civil and military aircraft. Named and numbered, some imported models, from the Binns Road factory, in Liverpool, had generic titles, for example, heavy bomber or light transport.

During the early part of 1934-1947, production reflected France's main aircraft manufacturers: Amiot, Bloch, Breguet, Dewoitine, Farman, Hanriot and Potez. Various aircraft from each plane manufacturer featured in the popular gift boxes, and a few aircraft were sold as individual items. Now, all are rare and therefore, quite expensive and often unavailable for purchase. Gift boxes have sold for anywhere between £1,500 and £3,000, while single items regularly fetch over £100, or more, depending on condition.

In 1935, French Dinky introduced the aircraft of Series 60. Advertised in the Meccano Magazine and the Dinky catalogue, the box set sold for fr.20, (old francs), with each item being available separately. The main feature was the Dewoitine, 60a, 'L'Arc-en-Ciel' (The Rainbow) selling for fr.4.30. Items 60b to 60f each sold for fr.2.75.

DEWOITINE, L'ARC-EN-CIEL

In 1937 the cost of the box set had been reduced to fr.18. The Dewoitine (60a) L'Arc-en-Ciel (The Rainbow) is a two coloured, 135 mm long model, costing fr.4.30 at the time. The painted model had five versions: gold and red trim; gold and blue trim; Silver

and red trim; cream and green trim and, that shown here, cream and red trim. Number 60b, the Potez 58, was a 75mm long high wing monoplane, which came in two colours and had a twin blade propeller, and cost fr.2.75. The Hanriot 60c, another high wing monoplane, was 80mm long model and also came in two colours. It too cost fr.2.75. Number 60d, the Breguet 'Corsaire', was a low-wing monoplane, which also came in two colours, is 78mm and cost fr.2.75. The Dewoitine chasseur (Hunter) 500 (60e) was an 80mm low-wing aircraft, with a fixed under-carriage cost fr. 2.75. This single-engine aircraft came in two colours and the 74 mm long 60f Deila Cieva Autogyro came in two versions. The earliest had no pilot, which the latter contained. Both versions cost fr.2.75. The autogyro had three helicopter-type rotor blades. With the outbreak of World War Two the models, both in the box set and individually, were withdrawn from sale.

To gain a real sense of the cost of the models, a simple use of exchange mechanisms is not enough. Consideration of the impact of inflation since 1935 is vital. The fr.20 costs of the box set not only equated to 5 old pence, with inflation this becomes £4.03 and £0.88 for individual items. This still seems relatively inexpensive and reflects the newness of Dinky Toys to the French market. The 1937 reduction to fr.18 translates to £3.51, with individual items costing slightly less than £0.88. The reduction amounted to a miserly £0.52.

AMIOT 370

Launched in 1939, the 106mm long Amiot 370 (64A)



1

1 Amiot 370, front angle view.



2

2 Amiot 370, detailed side view.



3

3 Potez 63.



4

4 Bloch 220.



ABOVE
A more detailed view of the Bloch 220.

had a length of 602mm and a tapered wingspan of 105mm. Produced for a short time before World War Two halted production, despite no advertising (because Dinky catalogues and the Meccano Magazine were also not produced) and costing fr.5, wartime Christmas's saw the popular model sold from pre-war stock. The Amiot was withdrawn in 1950.

The record-breaking Amiot 370 held five speed/load records. The streamlined fuselage, tapered wings and Gnome-Rhone radial engines had 404 canons mounted front and rear, which led a German military expert to comment to the French: "It is the best and most modern fast bomber, but the problem is that you only have the one".

BLOCH 220

The 200mm long Bloch 220 (64B) airliner cost fr.6 (old francs), and at 808mm long aircraft had a 104mm wingspan. Launched in 1939, like other wartime models, it suffered from the ceasing of production and lack of advertising. The model was withdrawn in 1950.

Developed during the 1930s from the Bloch 210 bomber, the airliner had a top speed of 330kph, a carrying capacity for 16 passengers and a crew of 3 or 4.

The Potez 63 was a three-seater, twin-engine multi-purpose aircraft including night fighters and light bombers. Launched in 1939, production was also interrupted by World War Two. The 91mm long model cost fr.5. The model was withdrawn in 1950.

In the November 1953 edition of the Meccano Magazine, a report described the eventful first flight of the Lockheed Super Constellation on a flight from Paris to New York, stopping at Shannon in Ireland and Gander, in Newfoundland. 1957 was a key year for French Dinky Toys, with several new models being launched. In the January edition of the magazine, the first of this new series, the Lockheed Super G Constellation (60C and later 892) was advertised. Dressed in Air France livery, the 197mm long 'Connie' as they were known, had a wingspan of 181mm and cost fr.635 (about 5 shillings and 6 pence). The model was withdrawn in 1959.

THE LOCKHEED SUPER G CONSTELLATION

The actual Lockheed L-1049 had a top speed of 531kph and a range of 8,288km. It was the first civil aircraft to have a pressurised cabin, which enabled the plane to fly well in bad weather, significantly improving travel and

//

During the early part of 1934-1947, production reflected France's main aircraft manufacturers: Amiot, Bloch, Breguet, Dewoitine, Farman, Hanriot and Potez.

//



ABOVE SNCASO 'Vautour' (Vulture).

safety. Military versions were used in the Berlin airlift and the Constellation was chosen as the American presidential aircraft for Dwight D. Eisenhower. Eventually, the aircraft became obsolete with the advent of passenger jets, such as the Caravelle (60F).

In the spring of 1957, French Dinky Toys moved quickly to respond to the jet age and introduced the rest of the 60 series. They advertised in the Meccano Magazine and in the Dinky catalogue, the Dassault Mystiere IV (60A), fighter-bomber and the SNCASO Vautour (Vulture) (60B) bomber. The 68mm long aircraft had a wingspan of 59mm and cost fr.190 (about 3 shillings and 9 pence). These model aircraft were withdrawn in 1959.

DASSAULT MYSTIERE IV

The Dassault Mystiere IV was a fighter-bomber, the first transonic, swept-wing fighter to enter service with the French Air Force. The aircraft had a top speed of 1,120kph. Between 1953 and 1958, Dassault produced 411 of them. The French finally retired the Mystiere in 1981.

Launched during 1957, in tandem with the Dassault Mystiere IV, was the Societe Nationale des Constuctions Areonautics Sud Ouest (SNCASO) 'Vautour' (Vulture) (60B), a medium bomber. The 92mm long model had a wingspan of 80mm and cost fr.235 (about 4 shillings and 8 pence). The model 69B was withdrawn in 1959.

The French Air Force introduced the actual aircraft 1956, and 149 were manufactured, with some sold to the Israeli Air Force. The aircraft was used for low-level attacks to overcome its inadequacies as a bomber. The aircraft lacked radar and conventional navigation aids and it's attack systems included out-dated bomb aiming equipment from World War Two. As a consequence, the French 'Vautours' never saw combat action, although the Israeli aircraft were used in the Six Day War in 1967.

SIKORSKY S58

During the early summer of 1957, French Dinky Toys launched the Sikorsky S-58 helicopter (60D/802). In May of that year Meccano Magazine had carried a short article and advertisement for the forthcoming model. At the time of the launch, the Sikorsky S-58 cost fr.290 (about 5 shillings and 9 pence). The helicopter had a length of 80mm and rotor-blades with a diameter of 87mm. In the livery of the Belgian airline, Sabena, the illustration on the model's box was designed by Jean



ABOVE The Lockheed Super G Constellation.

Masse, one of Dinky's top graphic designers, who also created several of the Dinky catalogues. On some boxes, his name appears beneath the tail of the aircraft.

Initially developed as the result of a 1950 competition for a new US Navy helicopter, the Sikorsky S-58 was the last of the manufacturer's civil helicopters to be powered by a noisy radial engine. The first civil prototype flew on the 8 March 1954 with commercial flight beginning in August 1956, allowing for twelve passengers to be carried. Sabena, the Belgian national airline, purchased eight helicopters, which provided a shuttle service between Brussels and Paris, and later Brussels to Rotterdam. In 1964, Sabena retired its fleet of S-58s.

VICKERS VISCOUNT

During the summer and throughout the autumn of 1957, French Dinky Toys published short articles and advertisements for the Vickers Viscount (60E/803) in the Meccano Magazine. In the December edition was a summary article about each of the models launched across the year. In the livery of Air France, the 132mm long aircraft had a wingspan of 150mm and cost fr.620 (about 12 shillings and 6 pence). Although the model was withdrawn in 1959, French Dinky catalogues continued to advertise the aircraft through to the end of 1961.

Established in 1942, the UK's Brabazon Committee was set up to determine the needs of future civil aviation. The Vickers Viscount was an outcome of the committee's work. In 1948, the medium-range turboprop had its first flight and entered service in 1953. Air France purchased 38 of the 445 manufactured at Vicker's Weybridge plant. Large numbers were purchased by British European Airways, Trans-Canada and Air Canada. Powered by four Rolls-Royce Dart 505 turboprop engines,



ABOVE Dassault Mystiere IV.



ABOVE Sikorsky S58.



LEFT Vickers Viscount, in Air France livery.



ABOVE Sud-Aviation Caravelle SE 210.

// Initially developed as the result of a 1950 competition for a new US Navy helicopter, the Sikorsky S-58 was the last of the manufacturer's civil helicopters to be powered by a noisy radial engine. The first civil prototype flew on the 8 March 1954 with commercial flight beginning in August 1956, allowing for twelve passengers to be carried.



the Viscount had a top speed of 385mph and a range of 2,000 miles. The passenger capacity of early versions was for 48 persons. Later versions could carry up to 63 passengers. Production of the Viscount ceased in 1963 and Air France retired their fleet during 1968. The last Viscount flew as recently as 2009.

SUD-AVIATION CARAVELLE SE 210

French Dinky's aircraft series (60), needed a distinctive model to highlight developments in commercial aeronautics, which is why the jet powered Sud-Aviation Caravelle (60F/891) features. In the livery of Air France the Caravelle is a 'Supertoy', which came in the familiar blue and white box, and like the real aircraft the model has a retractable staircase located at the rear. In April 1959, the Meccano Magazine published a six-page article on the Sud-Aviation Caravelle, which included several photographs and technical drawings in profile and plan. Throughout 1959 several advertisements appeared for the forthcoming model. However, the Caravelle only made its first appearance in the Dinky catalogue of 1960.

The Caravelle SE 210 (60F/891) had a 180mm length and 172mm wingspan. In 1960 the aircraft cost fr.859 (old francs, about 7 shillings and 3 pence), which rose to fr.11 (new francs, about 22 shillings or £1, 2/-). In 1960, three variants of the Caravelle were produced. They carried the liveries of the main airlines using the aircraft, Air Algeria, SAS and Swiss Air. These ceased production at the end of the year, while the Air France model continued to be advertised in the catalogue until its withdrawal in 1968.

Development of the Caravelle took ten years. A prototype begins with a blank sheet of paper and countless ideas worked up in the secrecy of the design office and a large number of contributory projects never saw the light of day. With each iteration, several new ideas are incorporated in the eventual outcome. In 1946, aircraft-maker SNCASE, later to become Sud-Aviation, began developing the Caravelle. After 18 drawings and two prototypes, the first flight of prototype 01 took place on the 27 May 1955, with the first aircraft entering commercial service on 26 April 1959 with Scandinavian Air Services (SAS). After the first flight, Air France placed an order for 12 aircraft, with an option for 12 more. The primary adopters of the Caravelle were Air France, SAS, Swiss Air, Finnair and Air Algeria. Overall, some 282 aircraft were built before production ceased in 1972. The Caravelle



ABOVE The Nord Noratlas (804).

operated until 2005.

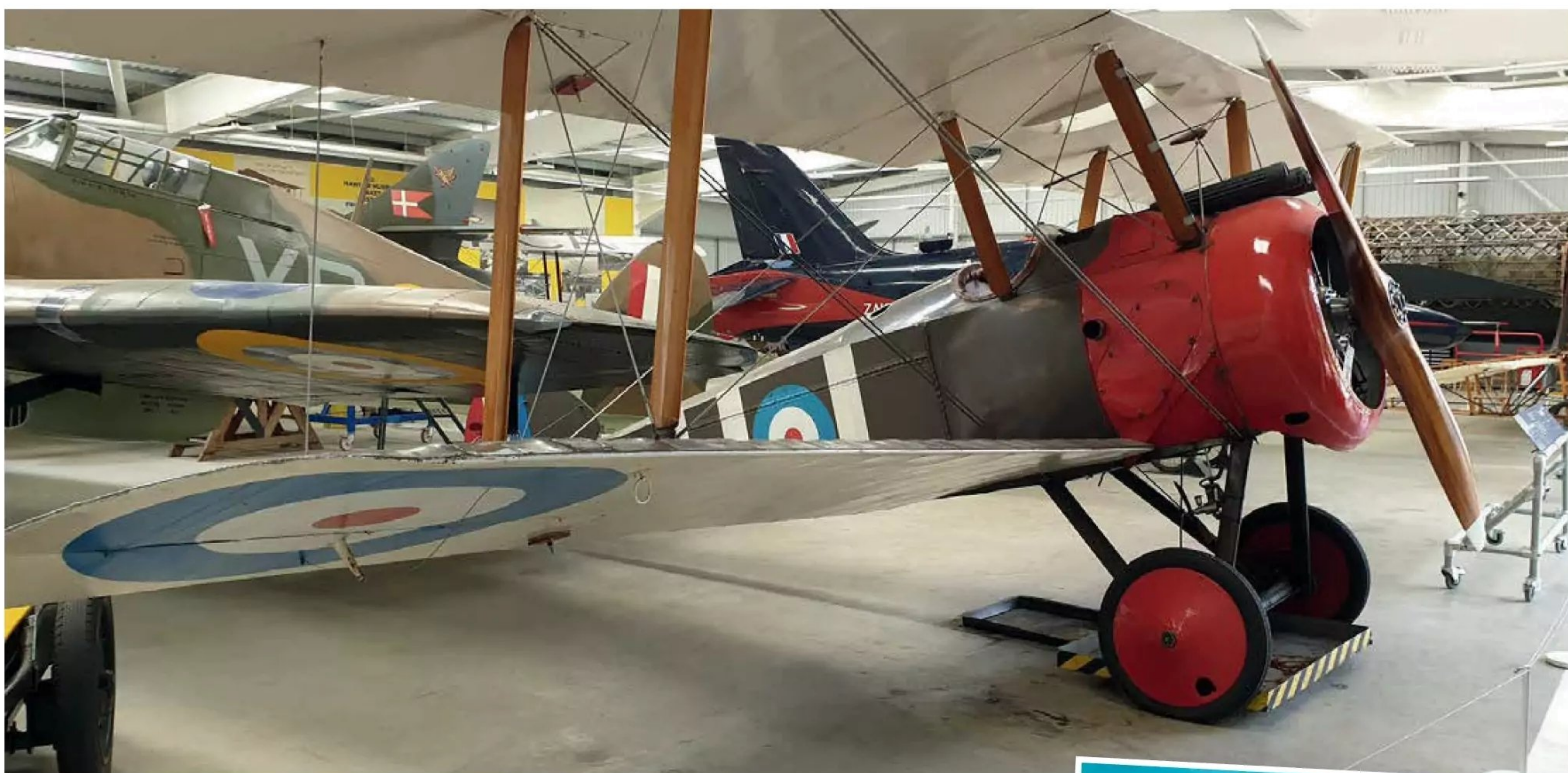
This short-range aircraft, powered by Rolls-Royce Avon turbo-jet engines could carry 90-99 passengers and had a range of 1,650-2,500km. A stretched version could carry 99-118 passengers, had a range of 2,800-3,300km. The aircraft was powered by the more powerful Pratt and Whitney JT8D. The cockpit was welcoming to the crew, with instruments in place and in order, although pilots of early models complained that some useless features, such as propeller control had not been removed. Passengers had significantly increased levels of luxury, with high levels of sound proofing that eliminated all noise. It was said by one journalist that the aircraft seemed to be hovering in a void. The seating was comfortable, with good visibility through its windows. The decor was praised and the provision of soft music, which was not common in the 20th century, was also welcomed. In short, the Caravelle was a popular and highly regarded aircraft.

THE NORD NORATLAS

Launched in 1959, the final model in the 60 series had already been renumbered (804). The Nord Noratlas 2501 was a military transport aircraft. Its low-key launch had no fanfare in the Meccano Magazine and did not feature in the Dinky catalogue until 1960. The model with all of the other renumbered aircraft in the 60 series continued in the catalogue until 1963. The Nord Noratlas (804), was 115mm long with a wingspan of 171mm and cost fr.575 (old francs, about 10 shillings and 6 pence). The model was withdrawn in 1963, three years before the Caravelle was withdrawn.

The original Gnome-Rhône engines were underpowered and in a second prototype, they were replaced by Bristol Hercules 738/9 engines. In a fly-off for the French Air Force, against the American Fairchild C-82 Packet, the Noratlas was the better aircraft, resulting in an initial order of 34 and eventually 228 in French service. Overall 425 were manufactured, serving also in the air forces of France, West Germany, Greece, Israel and Portugal.

The SNCAN Nord N2501, Noratlas was a dedicated military transport. Designed by Jean Calvy development began in the late 1940s to replace wartime Junkers Ju-52s and Douglas C-47s. The Noratlas had its first flight on the 10 September 1949 and was introduced into service during 1953. It was retired in 1984, with a restored aircraft seen at Coventry airport in 2000 and still flying in 2009. ■



Broen Mini-planes



Mike Pigott looks at this budget range of World War One aircraft made in Hong Kong during the 1970s.

ABOVE
A real Sopwith Camel, at Brooklands Museum. Image credit: Mike Pigott

INSET
The original artwork for the Airfix Tiger Moth kit – look familiar?



ABOVE
Rear of Mini Planes blister card.

Diecast toy planes were very popular in the 1970s. In addition to leading brands like Dinky, Edison and Matchbox SkyBusters, many smaller Far-Eastern manufacturers also got in on the act. The best of these was Lintoy of Hong Kong, which also produced models for Corgi, Tomica, Bachman and Ertl, although many manufacturers of lesser quality such as Zylmex and Road Champs also produced model aircraft.

One of the weaker efforts in terms of quality and accuracy was a small range of tiny models sold under the name of Broen Toys Mini-Planes. This was a line of four different WWI fighters made to a very small scale. They measured around 5cm long with a wingspan of 7cm, which is about half the size of a SkyBuster. As mentioned, the accuracy of Mini-Planes left a lot to be desired; in fact, three of the four models were wrongly identified. While the planes had reasonably accurate – if crude – profiles, they were clearly budget efforts.

Even the identity of the manufacturer is uncertain, but it is most likely to be a Hong Kong based company such as Tintoys, Universal or Summer. Although the packaging has a logo for Broen Toys, this was not the manufacturer and was probably the

distributor or retailer, possibly based in Europe. The Broen Toys logo is actually a sticker and partially covered by the clear blister pack. This indicates that the range was not exclusive to Broen and may have been supplied to several different wholesalers; the models were also sold under the name of 'Benksan Pocket Money Toys', which was a company that distributed several cheap diecast ranges to discount stores.

MINI-PLANES

The range consisted of four fighter planes from World War One. Cheap diecast models from Hong Kong were frequently copied from other brands. In this instance, however, it appears not to be the case as no other diecast manufacturer issued this particular selection of planes. It is possible they were copied from construction kits, as kits of WWI fighters were also popular in the 1970s.

Three of the models were biplanes, while the fourth was a monoplane. Generally, the profiles of these models are reasonably accurate when viewed from side-on or above – if somewhat crude. Certainly, one point in their favour is the high diecast content; the whole of the plane including the fuselage, wings and struts is diecast, with even the wheels being metal. In



ABOVE
Albatros and Sopwith
Camel.

LEFT
Junkers J10.



ABOVE
Broen Mini-Planes
packaging

fact, the only non-metal part is the propeller, a thin plastic component that may or may not turn freely. The biplanes are two-piece castings, with the fuselage, lower wings and tail as one part; the second part consisted of upper wing and struts. The monoplane is a single-piece casting.

The most glaringly obvious faults were the wing struts and wheels. Fighter planes of this era had triangular wheel assemblies located under the fuselage, but not the Mini-Planes, which have an extremely wide track with wheels attached to the centre of the wings. Small metal dumbbell wheels were clipped onto projections under the wings. As described on the packaging they were 'free wheeling', but as the tail rested on the ground they could not roll very far.

The other major fault related to the wing struts. The interplane struts on a real biplane, which connect the upper and lower wings, normally consist of a pair of narrow wooden rods. On the biplane Mini-Planes, there is a thick, cylindrical strut on each wing that also acts as a rivet to connect the two diecast components. In reality, this thick strut would be the size of a telephone pole! Also, the cabane struts which connect

the top wing to the fuselage are completely missing.

601 – SOPWITH

This was the only one of the four models in the range to be identified at least partly correctly. It was based on the most famous British fighter aircraft of World War One, the Sopwith Camel. The Camel was introduced in 1917 to replace the earlier Sopwith Pup. It was the first British aircraft to be fitted with twin synchronized Vickers machine guns, and was responsible for shooting down more enemy aircraft than any other plane of the era. The Camel gained its nickname because of the humped ridge between the engine and cockpit where the guns were mounted.

Like most early biplanes, the Sopwith Camel was constructed mostly from canvas stretched over a wooden framework, although the engine cowling was metal and the cockpit was framed in wood. They were normally painted olive green or khaki.

The Mini-Planes Sopwith Camel has the right general shape, and the hump in front of the cockpit is accurate. However, the top wing should be positioned ahead of the lower one and the struts should be

//
*Fighter planes
of this era
had triangular
wheel
assemblies
located under
the fuselage,
but not the
Mini-Planes...*
//



sloping forward. The engine cowling is the right shape but there is no representation of the rotary engine. The model is painted metallic dark blue which is fairly unlikely for a canvas-bodied biplane. Rather surprisingly, there are Italian Air Force roundels affixed to the upper wings; strange, as Italy did not operate the Sopwith Camel.

602 – R.E.8 (ALBATROS)

Although described as a British R.E. 8 on both the underside and the packaging, this was clearly a German aircraft produced by Albatros Flugzeugwerke of Berlin. Albatros produced a wide range of different aircraft during WWI, including fighters, bombers and reconnaissance planes. However, which version the Mini-Planes models is based on is uncertain. It is certainly not the most famous Albatros DV which had a streamlined, rounded nose and was armed with machine guns. It appears to have a second seat behind the cockpit, so may be based on the Albatros B.II unarmed reconnaissance plane which had an angular nose and very low tail fin. Again the general profile was reasonably accurate, and the top wing was slightly staggered behind the lower one. It was painted bright red, which was quite common for German planes of the era – although it is erroneously fitted with RAF roundels due to being confused with an R.E.8.

603 – ALBATROSS (R.E.8)

Also misidentified was the R.E.8, which was described on the base and packaging as ‘Albatross’ (sic). The R.E.8 was a two-seater reconnaissance aircraft produced in huge numbers by the Royal Aircraft Factory in Coventry. The R.E.8 was an armed plane, as the rear-facing back seat was fitted with a machine gun.

Again the Mini-Planes version is an extremely crude replica, but captures the stance of the R.E.8 with its upward-facing nose. The angular lump in front of the cockpit is meant to be an exposed engine. However, the real plane had a much narrower lower wing, and a four-bladed propeller. The model is painted an unlikely shade of metallic dark green, but at least is fitted with accurate British roundels.

604 – JUNKERS J10

The last Mini-Plane in the range is the only one based on a monoplane. It was claimed to be a Junkers J10 – although it clearly wasn’t, as the J10 was a two-seater monoplane with a corrugated metal fuselage. In fact, it appears to be based on the single-seat Fokker



FAR LEFT
R.E.8 (actually an Albatros).

LEFT
Albatross (actually an R.E.8).



ABOVE
Side view of R.E.8.

Eindecker, which was the first plane to feature a forward-facing synchronised machine gun. This was fitted with a cam that allowed the pilot to fire through the arc of the propeller without hitting the blades. It was first introduced in 1915, and was dominant in the skies until the introduction of the Sopwith Camel.

Unlike the others in the range, the Mini-Planes model is a single-piece casting, with only the wheels and propeller added. It was a reasonably detailed piece, with fine ribbing on the wings, although there was no representation of the radial engine. It was painted metallic light blue with circular ‘Iron Cross’ roundels on the wings.

PACKAGING

The four Mini-Planes were packaged on the same blister card, which featured a picture of a yellow de Havilland Tiger Moth landing at a grassy airfield. Ironically, the Tiger Moth was not part of the range and was a post-war training plane. Eagle-eyed readers may recognise the picture as being an unauthorised copy of the box artwork by Roy Cross for the Airfix Tiger Moth Kit. This gives a further indication that the Mini-Planes may have been ‘inspired’ by Airfix kits and similar products.

Mini-Planes are not great models by any stretch of the imagination. However, they were cheap, solid and colourful models that probably provided many hours of fun for children, which was the general idea. While they are not particularly sought-after, they are very difficult to find today and are rarely seen for sale. ■

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Ford Sierra XR4i

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



The model that started off the whole *Then and Now* concept was Corgi's Ford Sierra XR4i in Strato Silver, released as part of their Vanguards range in 2022. It was the fact it reminded me so much of the Matchbox Superking example from my childhood that caused me to question their similarities and differences, despite their obvious age gap. It only seems fitting then that the third instalment of *Then and Now* focuses on this Sierra.

When Ford replaced the much-loved Cortina with such a radical looking car as the Sierra, it was only natural that toys would quickly follow the real car's launch. Both Matchbox and Corgi worked closely with Ford and created large and small scale Sierras and both also sold the initial releases in Sierra branded promotional packaging. While Corgi modelled the top of the range five door 2.3 Ghia version, Matchbox went sporty and modelled the high performance XR4i, complete with a unique three door body. As this issue focuses on the XR4i, we shall begin with the Matchbox Sierra.

Launched as Superkings model K100 in 1983, Matchbox chose to model the top of the range XR4i Sierra, complete with that unique 3-door body and bi-plane rear spoiler. The real XR4i had wheel arch extensions and cladding along the sides of the car and Matchbox cleverly recreated these by using a separate

ABOVE Even the newer Superking wheels look very similar to the alloys used by Ford on their range topper, as seen here with the Corgi example.

plastic part that formed the lower part of the entire car, plus plastic add-ons on the opening doors. Clear plastic headlights and red (usually) transparent plastic taillights added to the realism while opening doors and suspension added play value. As well as this striking silver colour, Matchbox also produced it in white and black; also colours available on the real car plus a dark red and dark turquoise. Some of the earliest versions used the 5-spoke Superkings wheels while others, like

RIGHT Side-by-side show just how good the Matchbox is in terms of detail and accuracy, especially as it was designed as a toy.





RIGHT Both feature a sunroof. Corgi's has a tinted glass sunroof, while Matchbox just cast a sunroof shape into the roof.

LEFT Both models include the Sierra XR4i rear badging in the correct font and style.

1 Corgi captured the bi-plane rear spoiler well. Also seen here is the bigger bore exhaust of the XR4i.

2 The two spoke sports steering wheel, unique to the XR4i, is just visible here.



ABOVE Despite their differing scales and ages, these two look very similar.

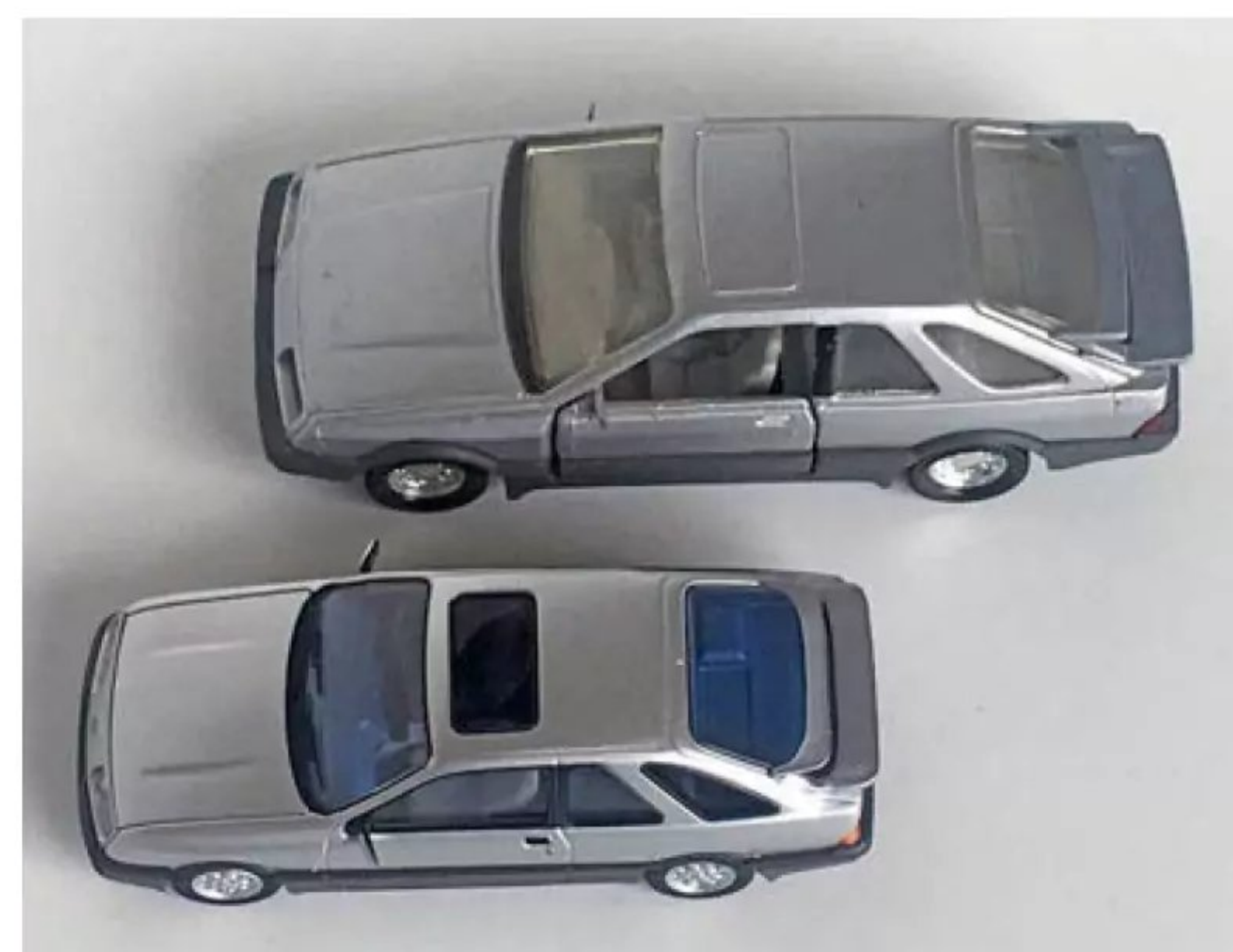
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The rear lights are possibly some of the best I have seen for a long time. The red, white and orange sections are perfectly recreated.

//

this example, wore smart looking 8-spot wheels. These ones almost look like the actual 8-hole alloy wheels used by Ford.

Looking a bit more closely reveals the attention to detail Matchbox achieved, no doubt with Ford looking on closely! The oval Ford badge is represented by ovals cast into the front and tailgate while the correct and distinctive 'Sierra XR4i' badging is also neatly cast into the tailgate, which is a really nice



touch. The front number plate space has the name 'Sierra' in the font used for the badging. Underneath, the central metal base that holds the plastic cladding and bumpers in place is riveted at the front with the rear being held in place as a peg doubling up as the rear number plate (again with the word Sierra cast in to it). This example also has black paint on the 'B' pillar, just like the real thing. Inside, there is even a decent representation of the two spoke sports steering wheel. My only gripe with this one is that while the overall shape looks good, it is slightly squat in appearance. Maybe it is a little too low or, and I think more likely, a little too wide. Either way it looks a little out of proportion when placed alongside the Vanguards. That said, even today, I think this is still a good-looking toy, particularly in the silver finish here.

Moving up-to-date; the Vanguards Sierra XR4i in Strato Silver (VA12204) that sparked off the idea for this series is an immediately good looking model. First impressions are good. The shape looks right, the paint finish is excellent and really shows off the shut lines well. The wheels are superb and the body side cladding is just the right shade of grey, complete with 1980s red bumper inserts. And while the wheel arch extensions that Matchbox did so well are represented here just by grey paint, it is the same shade as the bumpers and cladding, so looks pretty convincing. Correct badging, in red, appears on the boot lid, although when compared with the older Matchbox, it shows what a good job Matchbox did 35 years earlier. The headlights also show the built-in driving lamps that the higher spec Sierras got. My only tiny grumble with the front of the model is the number plate looks a little oversized; a common issue with this era of Vanguards. The rear lights are possibly some of the best I have seen for a long time. The red, white and orange sections are perfectly recreated.

Mention should be made of this model's interior too; the transparent, tinted, sunroof certainly allows a good amount of light in to see it. Correctly shaped sports seats in grey are complimented by a blue toned dashboard and door cards that show the correct details; something Ford experimented with in the 1980s. Another feature unique to the XR4i was the sports two spoke steering wheel, which Corgi have replicated. Even the ribbed gear level gaiter is there.

As good as I reckon the Matchbox is (particularly for its time) and the fact that this is one of the first toy cars I ever remember being given, the Vanguards model is way ahead in terms of detail and overall accuracy. ■



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Why buses?

Reader **Philip Blair** tells us about his vintage bus collection and where his passion for the hobby started.

That was the question my mother asked when I suppose I was about 5. I simply don't know the answer and from that age to now, at 71, I haven't changed at all.

HOW DID IT ALL START?

Well I remember at an early age travelling on Southdown buses with my mum and dad as we didn't have a car in the mid fifties and when we went on holiday we hired one. Living in a small town called Waterlooville, just north of Portsmouth, where I grew up we would walk the short distance to the main bus stop in the town and board a 1947 all Leyland PD1 - one of 90 that Southdown had across their sprawling operating area, which stretched from Warsash in Hampshire in the west to Hastings in the east.

Original Omnibus brought out the model of these buses but that didn't come into my collection for obviously many years. In the mid-fifties it was the present you were given for Christmas or a birthday, and that became the first tin bus from Brintoy to feature in my collection.

At weekends my two sisters and myself would take the bus to Southsea to go to my an and grandad's house and, more often than not, a jumble sale would be held at the church hall just a few steps away from

nan's house. Armed with my 2/- (or 10p nowadays) I would come back with battered and scratched Dinky buses that were being sold for 3d (1p) and so my love for the bus collection started.

You would find me in my mum and dad's back garden, making fictitious roads with rows of pegs and all you would see were those tin and Dinky buses plying their business over the grass! It was my little bus company and I loved it.

As time went on we would get a car and Sunday outings took us to places such as Southampton, Guildford or Chichester where more unusual looking buses would be out of my Southdown territory.

Once a year we would make an annual trek to Scotland to see elderly relatives and this would mean travelling some 400 miles through foreign territory and the joy of seeing so many different bus companies. Those journeys gave me even more interest in different colours and types of buses, as well as some trams and trolleybuses too.

During the sixties, as I was entering into my teenage years, there was great excitement when Dinky brought out the





Leyland Atlantean model and also the Routemaster bus. Corgi came back with theirs and all of a sudden model buses were more widespread. Budgie and Spot-On was also including the bus in their range. At the time, apart from the Ribble Atlantean it was solely London buses with the Routemaster but it didn't matter as I had some "new" models to add to my collection. I should also add that I had a sizeable Matchbox collection too, so not to be left out.

My career took me into the bus industry via the County Council in Hampshire, and my interest in the hobby was still there but not running my little collection of buses round the floor anymore!

By the mid 1970s I was appointed Traffic Assistant at Southampton City Transport and spent 10 years there, becoming a manager plus learning to drive one of the buses. In those days it was AEC Regents and Leyland PD2s but a few Atlanteans were also running.

In the mid-nineties I started my own business marketing and running publicity for bus companies. It was a job I really loved and by now I was beginning to take more interest in my earlier collection of models.

One or two of the first ones I had had disappeared but I still had a tin bus and some slightly battered half cab and Atlantean Dinky's.

It was now that the EFE, Britbus and OOC manufacturers started to seriously bring out more and more models and I was found at rallies buying numerous models, in particular my favourite Southdown. I looked for anything Southdown and soon built up a collection which included Code 3

models as well as those available in the shops. My wife made it very clear that she would not be dusting them though!

It wasn't just Southdown; I had a particular interest in Glasgow Corporation from the days when dad would take us each year to see relatives. The trams fascinated me and I bought some superb trolley models from the St Petersburg manufacturer, along with trams and the single deck trolleybus.

Over the past 20 years I have also preserved over 60 buses and seen them move on to other preservationists. However my first purchase is still with me and it's a Southdown PD3. Corgi actually brought out a model of my bus but it was in OK livery - a company that BUF 279C was sold to.

I can't see myself stopping really as I seem to find models I haven't got, and there is a little excitement when I find one...even if it's a Routemaster that had operated in latter days with another company and in their livery.

I have enjoyed getting all of the models out to photograph them for this article, and reminiscing about my younger days when I bought those cheap Dinkys and tin buses right up until today with some expensive models but it's been worth every penny! ■



ABOVE
Just one of the many dioramas in Philip's collection.

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A trio of gold

Steve Coles compares three 1/64 scale model Range Rovers released by Matchbox, MINI GT and INNO64...

The question of scale is one that reoccurs in our hobby and indeed within the pages of this magazine time and time again. Many collectors like the uniformity of a single scale whereby their models all sit well together, particularly if housed in a cabinet or on a display/diorama. While 1/43 continues to be the most popular scale for collectors of cars and light commercials, there has been a rapid rise over the last few years in 1/64 vehicles aimed at the collector's market.

As both a fan and collector of models of the original Range Rover, I am naturally always excited by the prospect of a new model being released. Included in this rise of 1/64 models are not one, not two but three classic Range Rovers. The very recent release by Mini GT of their 1971 Bahama Gold version joins the INNO64 Range Rover Classic in what they describe as Sandglow Yellow and Matchbox's 1975 Range

Rover, released in 2022 as part of their 'Moving Parts' series. Being so similar in colour and size immediately draws comparisons, so here goes...

MATCHBOX

As 1/64 scale is often quoted to be that used by Matchbox for their 1-75 toys, then we shall begin with a look at this. First impressions are good. The overall shape looks good and the proportions seem right. The use of generic wheels can be excused here, but they are however of a good size. Look a little closer and you immediately notice some much finer details; the printed front detailing looks great, as do the correctly patterned tail lights. Both front and rear Range Rover script badging is there too, in black. There is even a small, round Land Rover badge on the lower tailgate; although this is incorrectly a modern green badge. The early Range Rover's badge was silver and read 'By Land Rover'. The description Matchbox



ABOVE Matchbox, Mini GT and INNO64 sitting very well together. The generic wheels on the Matchbox clearly showing it's more toy like roots.

INSET The real 1971 Bahama Gold Range Rover. Image credit: Nick Dimpleby @nickdimpleby



The 1/64 Range Rover from Inno64.



ABOVE The interior of the Inno64 model.



ABOVE Some of the finer detail from the Inno64 version can be seen inside.

LEFT Shots of the Matchbox; the side view show the mudflaps. They also show the gap behind the opening bonnet.



give states '1975 Range Rover', so the black 'C' pillars are totally correct, as these were introduced in 1973. Also proving correct are the bonnet mounted rear view mirrors. These have been included in the casting for the bonnet so look rather oversized and clunky, certainly when compared to the other two models here. The interior is a bit of a mixed bag. While the spare wheel (in its cover) has been correctly included as part of the interior moulding, the moulded steering wheel certainly lets it down. I'm guessing this is

down to cost cutting. My example here is left hand drive, but Matchbox have thoughtfully also cast the interior to show right hand drive too. Overall, for something designed more as a toy, it is a pretty good representation.

INNO64

Next up, the INNO64. This Sandglow Yellow one is actually the fifth release from this tooling and in my opinion is possibly the best of the lot. Straight away you can tell that, compared to the Matchbox one, this is a collector's model. The silhouette is instantly Range Rover, as are the correct wheel design, but it is the level of finer details that really lift this model. The bonnet mounted mirrors are a separate black plastic part and not only are of the correct shape and scale, but also have a shiny surface to represent the mirror glass. Also separate plastic parts are the thin windscreen wipers as well as the front grille, which itself contains separate headlights and indicators/side lights. Unlike the first two non-Camel Trophy releases (in white and green) this yellow version does not have a number plate fitted. Another look at the side profile also reveals rear mud flaps and a lovely silver angled exhaust pipe. Finally, on the outside, the bumpers are correctly matt silver (unlike the dark grey used by Matchbox) and the rear 'C' pillar is yellow, meaning this an early pre-1973 Range Rover. The glazing is flush and fits nicely into the body moulding, unlike the Matchbox where the plastic moulding sits inside it. The flush glazing is nicely detailed too; fine black round the windows and the small handle on the upper tailgate incorporated.

The glazing gives a good view of the attention to detail that has been put into the interior. Like the Matchbox, the spare wheel is present, although here it is in black which contrasts well with the pale colour



LEFT The Mini GT Range Rover. This side view shows the mudflaps clearly.



ABOVE The Mini GT is the only one with a tow bar.



ABOVE Additional Land Rover badging on Mini GT (left) and Matchbox.

used for the rest of the interior. The only other black part of the interior is the dashboard, which is of the correct design and also has the correct three spoke steering wheel. Door trim details are amazing, with speaker, handle and door pull all there. The dashboard even has the dials and warning lights visible. My favourite part of the interior though is the seatbelts. These were built into the seats in the early Range Rovers and are represented here as black and silver stripes, which almost look like they're separate items.

MINI GT

So on to our last model. MINI GT have created a huge following worldwide for their 1/64 cars. The majority of their output is of racing or highly modified, and usually, Japanese cars. So the inclusion of a 1971 Range Rover in their range is somewhat unusual, although they have modelled the original Land Rover Defender in both 90 and 110 guises. Just like the INNO64, first impressions are good. The profile is spot-on and captures the shape of the iconic Range Rover really well. It is also the heaviest of the three models. The detailing equals that of the INNO64, with the separate rear-view mirrors, rear mud flaps and exhaust picked out in silver and unlike the INNO64, the MINI GT has a tow bar fitted. Once again, there is flush glazing although the windscreen wipers are cast as part of the glazing unit and picked out in black as opposed to being separate items. The 'Range Rover' badging I feel is better on the MINI GT, as the font used looks much more similar to that used on the real vehicles. It also has a rounded silver Land Rover badge on the lower tailgate, albeit omitting the 'By'. The bumpers are matt silver, although curiously on the preproduction images used by MINI GT they showed the starter handle hole that the early Range Rover bumpers had. This doesn't feature on the production model, which is a shame. Also rather curious is the inclusion of a rear window wiper; although the Range Rovers used for the British Trans-Americas Expedition of 1971-72 had a prototype system fitted, it was not until late 1972 that road going Range Rovers were offered with this feature.

Internally, the spare wheel is present and, like the



INNO64, is black. The dashboard is also black which again contrasts well with the pale seats and flooring. The steering wheel is of the correct design and sits in front of tiny printed dials. There is, however, no door trim parts picked out in black and no representation of the seat belts either.

FINAL COMPARISONS

Trying to compare this trio is harder than I thought. The Matchbox is noticeably wider than the other models here, and only just a few millimetres longer, yet still looks like a Range Rover. Sit the MINI GT side-by-side with the INNO64, and these two are nigh-on identical in sizes. Yet upon first inspection I felt there was something just a little 'odd' with the INNO64 model. Maybe it looked a bit long or a bit flat; I couldn't quite place what the issue was. Only now has it made itself clear. The wheels look just a little too small. The MINI GT wheels are just a little larger in diameter, making the whole model appear to sit 'just right'.

So, which is best? That is not an easy question to answer. Each clearly has its plus points. I love the chunkiness of the Matchbox, it reminds me of Matchbox 1-75 cars I played with as a child. I love the sheer level of detail INNO64 have included, especially at this scale. This really blew me away. However, if I was forced to pick a winner, the MINI GT would be it, but only just. I think for me, it is the wheels are the deciding factor. I can't wait now for their forthcoming Darien Gap model to be released to add to my collection. ■

The only other black part of the interior is the dashboard, which is of the correct design and also has the correct three spoke steering wheel. ... The dashboard even has the dials and warning lights visible.

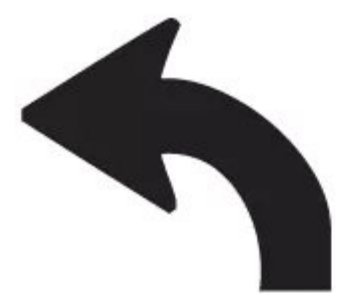
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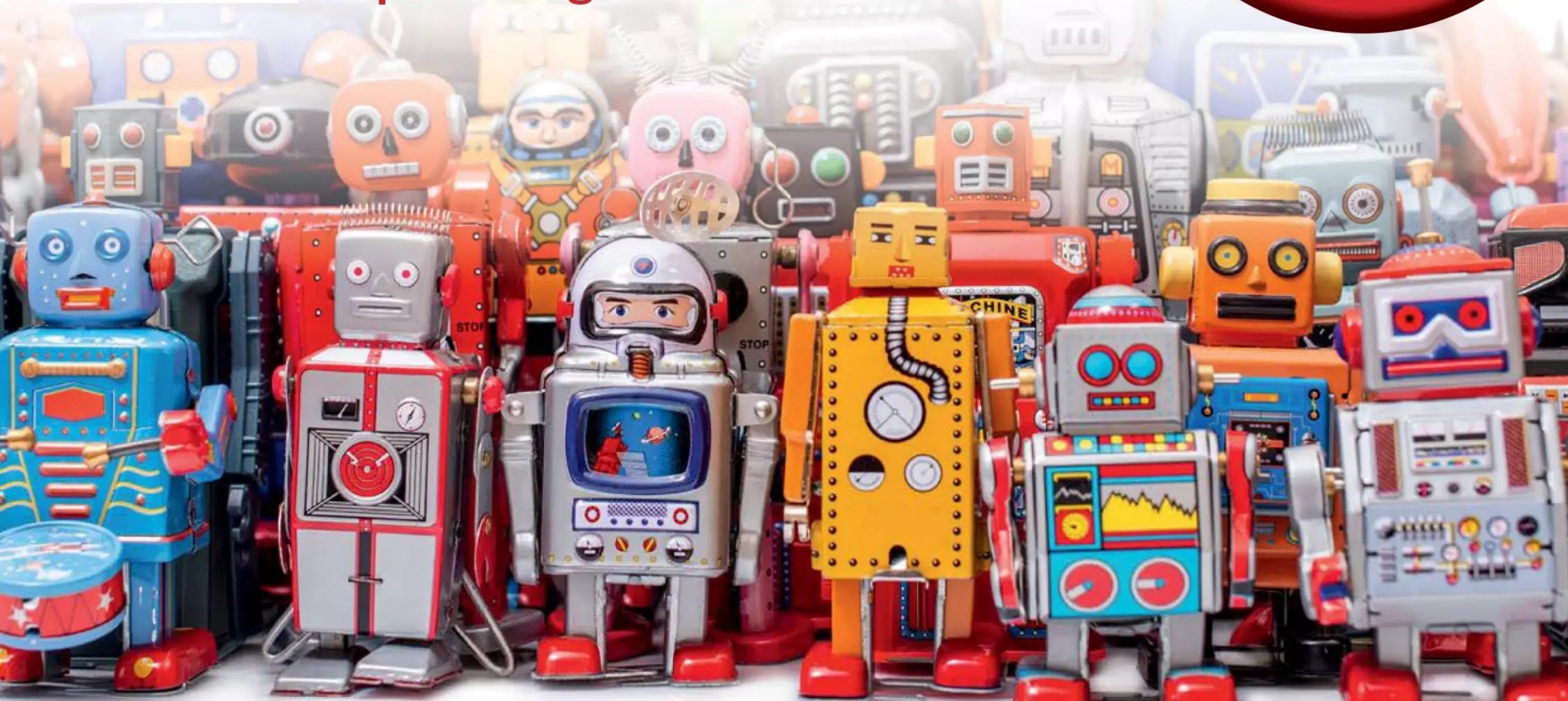
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OFF THE BEATEN TRACK

Andrew Ralston investigates...

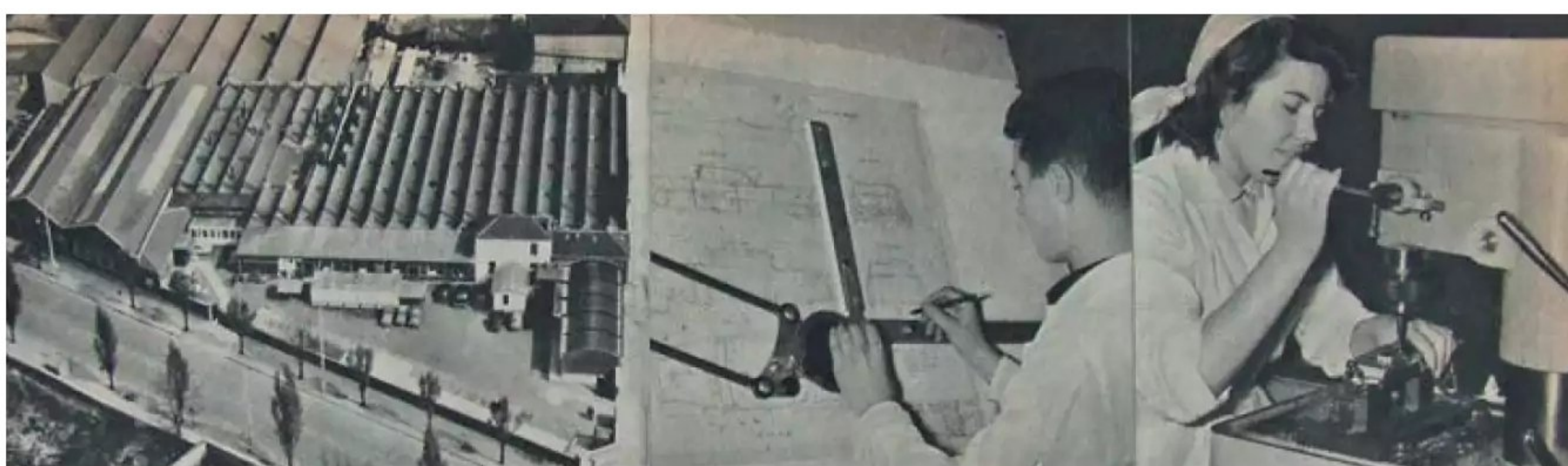
PART
TWO

The home of French Dinky Toys

In France as well as the UK, the *Meccano Magazine* is the main contemporary source of information about the development of the Dinky Toys range. But at the peak of their popularity in the 1950s, references to Dinky Toys were often found in other publications, particularly comics in which toy manufacturers often placed advertisements. One car-oriented European periodical (aimed at “youngsters from 7 to 77 years”) was the *Tintin Journal* in which Dinky, CIJ, Quiralu and other toy car makers advertised their new releases regularly, and there were always articles about motor racing, motor shows and even road tests.

The issue dated 21 June 1956 is particularly fascinating. Billed as a “Numéro Spécial Auto”, this contains intriguing headlines like “how to reach an average speed of 105 kph” and “at the wheel of the [Citroen] DS 19”, plus a feature entitled “for the Fangios in short trousers”, a reference to the famous Argentinian driver Juan Manuel Fangio who dominated Formula One at the time. Most intriguing, though, is an account by a reporter who visited the French Dinky factory at Bobigny on the outskirts of Paris. The six photos that accompany the text are unfortunately rather small though one of them does give an impression of the vast extent of the packaging department. Nevertheless, the piece contains some interesting statistics on Dinky production at a time when the range was at the start of a period of rapid expansion. The journalist tells us that there were 28 items in the current range, which does not seem very many, though it would noticeably increase over the years that followed. A quick look at the French catalogues reveals a tally of 23 items illustrated in 1955 and about 70 in 1959, excluding things like small accessories, spare tyres, etc.

At the time of the Tintin report in 1956, the factory was working on a new release



ABOVE These views of the French Meccano factory date from 1959 and show (left to right) an aerial view of the premises; a draughtsman working on the plans of what looks like No.24D (523), the Plymouth Belvedere and a worker operating one of the machines. The workforce at Bobigny was predominantly female.

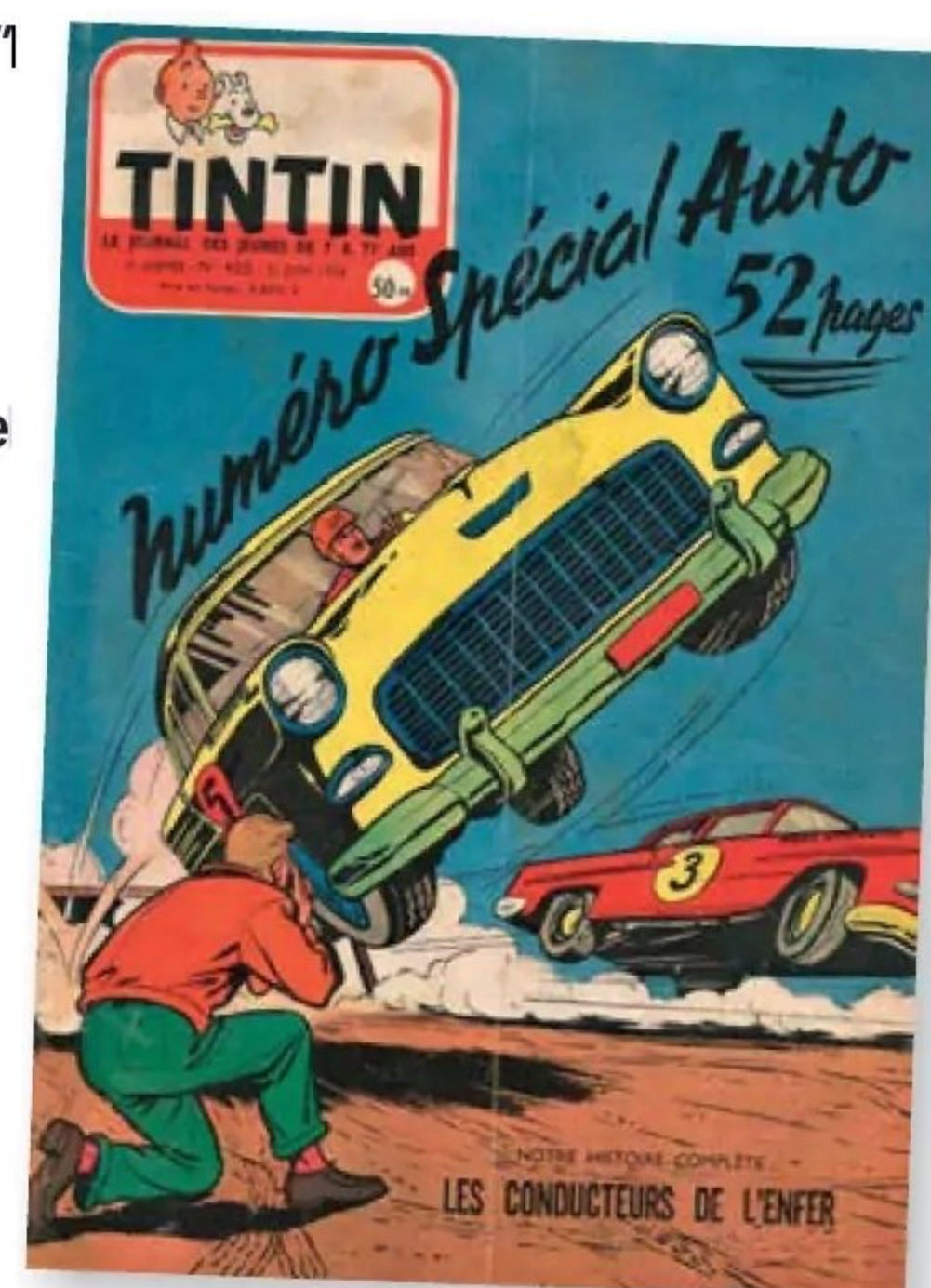


scheduled for October, the Chrysler “New Yorker” convertible, which was said to be the 150th addition to the Dinky range since it began in 1934. In 1956 the factory employed 700 peoples who turned out 12,000 Dinkies per working day, or approximately four million a year. We are also told that a mould can produce about 1.2 million pieces before it is worn out, though for certain long-running and popular models a second mould would sometimes be created, the Jeep being cited here as an example. Another landmark figure mentioned is that the Dinky model of the Citroen Traction Avant had recently passed the one million mark, leading the reporter to comment that “it won’t be around for much longer” – which was quite correct, as the model was withdrawn the following year. By then, of course, everyone was much more interested in the futuristic new Citroen DS 19.

Three years later, another report of a visit

LEFT The reporter for the “Tintin” comic was impressed by the factory’s daily output of 12,000 Dinky Toys in 1956. Three years later, this total had increased to 30,000 a day.

RIGHT “Tintin” regularly contained much of interest to fans of real and miniature cars.



to Bobigny appeared in a less likely publication called *Nous Deux*, a magazine aimed at housewives.

In among the romance stories and adverts for cosmetics, there’s an article about Dinky Toys which the editors presumably thought might interest mothers of young children. The text goes over much of the same ground, describing the manufacturing process from mould-making to finishing, but what stands out is the fact that daily production has now reached 30,000 a day – in other words an increase of 150% in three years. No wonder the journalist calls Bobigny the most productive car factory in the world! ■

Corgi Gift Sets

Gijs Noordam looks at the highlights covering 1956-1970.



ABOVE
Corporal Missile with Erector Vehicle, Launching Platform and International Army Truck (Gift Set 9).

With the innovation of Gift Sets, Corgi took the lead in the diecast toy market. But other toy makers were soon to follow.

For example, before World War Two, Dinky Toys introduced lines in motorcars, racing cars and planes that were specially packaged at gift sets. Corgi was not undone however, and managed to outstrip the competition releasing a series of special Gift Sets in rapid succession in 1956; cleverly combining classic models and new releases. Including the classic models, that were already designed and tooled for production, reduced their costs and allowing freedom to develop the concept and branding of the Gift Sets.

TRANSPORTERS

In October 1957 Corgi introduced its first major model, the Carrimore Car Transporter (No.1101). It featured an ingenious casting with simulated hydraulic rams between the two decks. The Transporter was drawn by the first series Bedford "TK" cab that, like in the real world, was replaced by the newer cab design in 1962 (No.1105). Corgi possibly tried to beat Dinky's Pullmore Car Transporter (No.982-G that was already introduced in 1954) and similarly Corgi's Carrimore may have inspired Dinky to release its Car Carrier and Trailer (No.983-G) in 1958. All of them provided great play value.

It was Dinky who first saw the possibility of offering its transporter carrying existing saloon cars, releasing its Car Transporter Set (No.990-G) in 1956. Corgi

followed suit with its first Gift Set in December 1957. The four cars included were the Austin Cambridge (No.201), Jaguar 2.4 Litre (No.208), Austin Healey (No.300) and MG A Sports car (No.302).

This Gift Set was reintroduced in 1963 with the new cab design (GS 28), again with 4 existing but updated saloon cars. There are many variations in the types of cars in this set, some original, some created especially.

This was followed in 1966 by the newly designed Car Transporter with the Ford Tilt cab (No.1137). A few months later Gift Set 41 appeared, packed with 6 cars, in a number of variations.

In 1970 the Car Transporter was fitted with a third deck and coupled to a Scammell Handyman MK III Tractor Unit (No.1146). With the addition of 6 cars, among them The Saint's Volvo (No.258), resulted in Gift Set 48.



RIGHT
Four generations of Car Transporters: 1957, 1963, 1966 and 1970, respectively. Gift Sets 1, 28, 41 and 48.



LEFT
Car Transporter with
Ford Tilt Cab (No.1137),
reconstructed as Gift Set
41.



ABOVE R.A.F. Land Rover
with Bloodhound Guided
Missile, Trolley & Launching
Ramp (Gift Set 4).



ABOVE R.A.F. Land Rover (No.351) and Thunderbird Guided
Missile on Trolley (No.350), together forming Gift Set 3.



ABOVE Chipperfield Circus Set (Gift Set 23), first issue
with Circus Booking Office (No.426).

MILITARY

One highlight of the Military Sets collection is no doubt Gift Set 6 with the Rocket Age Models. Only 10,000 were sold and it is therefore quite rare. The set was released in 1959, and included existing military models like the Bristol Bloodhound Missile (No.1108), the Thunderbird Guided Missile (No.350), the Decca Radar Van (No.1106) and assorted related cars. The artwork of the box is quite eye-catching and even somewhat chilling, remember that those were the days of the Cold War.

Some of the military models were also issued as separate Gift Sets, like the Thunderbird Missile with the R.A.F. Land Rover (GS3), the Bloodhound Missile again with the R.A.F. Land Rover (GS4) and the Corporal Missile with Erector Vehicle and Army Truck (GS9).

CIRCUS

Chipperfields was one of the leading circus names in Great Britain and over the years Corgi build a close relationship with its owners. The first of many Chipperfield models was the Circus Crane Truck (No.1121) in 1960, cleverly based on the pre-existing International Tow Truck (No.1118).

After some smaller gift sets like the Circus Crane Truck and Cage Wagon (GS 12) and an Elephant Cage (GS 19), Corgi issued the wonderful Chipperfield Circus Set (GS23) in 1962. It consisted of 6 models and a number of circus animals. The first issue contained the Circus Booking Office which was replaced by a Bedford Giraffe Transporter in the second.

UTILITY

Corgi shaped its mini world with a close eye to the real world and included utility models like fire engines, police cars, towing trucks, milk vans and ambulances. These could of course also serve as a Gift Set. First issued in 1961, early examples are the Jeep Hydraulic Tower Wagon and Lamp Standard (GS14) including a technician fitting a new lamp, and the ERF Milk Truck and Trailer (GS21) carrying a load of milk churns.

Highlights in this category are the Constructor Set (GS24) that contained 2 Commer Cab, Chassis units and 4 different backs that could be combined to form different vans. The Shell or BP Garage Layout (GS25) comprising a number of kits to be built, accompanying cars and coloured layout on which the whole set could be positioned and played with.

AGRICULTURE

Another fertile field for Corgi was the farm and agriculture range. Here the Land Rover proved to be an excellent groundbreaker, starting in 1958 with the charming set of a Rice's Pony Trailer (GS 2) with two ponies. This set was updated in 1962 with a spring suspension version and replaced in 1968 by Gift Set 15. The Land Rover is now towing a Rice's Beaufort Horse Box with additional front ramp.

Apart from a number of Gift Sets based on Massey-Ferguson and Fordson Tractors with trailers, ploughing equipment and elevator (Gift Sets 1, 7, 9, 13/18, 32, 33 and 47) the centre pieces of this range were the Farming Models (GS22) and the Agricultural



ABOVE Corporal Missile
with Erector Vehicle,
Launching Platform and
International Army Truck
(Gift Set 9).



ABOVE
Ford Tractor and Conveyor
(Gift Set 47).



ABOVE
Car Transporter Set
(Gift Set 28), with newly
designed Bedford cab,
Renault Floride (No.222),
Studebaker Golden Hawk
(No.211S), Mercedes-Benz
220 SE (No.230).



LEFT CLOCKWISE FROM TOP RIGHT
The three racing cars forming Gift Set 5: Stirling Moss Vanwall (No.150), Le Mans Lotus XI (No.151) and BRM (152); Ecurie Ecosse Racing Transporter (No.1126 - Gift Set 16); Monte Carlo Rally Set (Gift Set 38) with Mini-Cooper S (No.321), Rover 2000 (No.322) and Citroën DS 19 (No.323); Lotus Racing Team Set (Gift Set 37).



ABOVE
Farming Models (Gift Set 22).



Dinky came up first with sets focussing on the holiday and recreation theme and Corgi quickly followed. At the end of 1965 the Riviera Gift Set (GS 31).

Set (GS5). The Farming Models were grouped around the Massey Ferguson Combine Harvester (No.1111). Issued in 1962 and followed in 1967 by the Agricultural Set it included the Dodge "Kew Fargo" Livestock Transporter (No.484) as well as the Land Rover, Massey Ferguson Tractor, Farm Tipper and Tandem Disc Harrow. This truck of American origin must have stood out in the English countryside!

MOTOR SPORTS

Corgi's design team closely followed the many British successes in motor racing. When the Mini Coopers made mash potato of their competitors in successive Monte Carlo Rally's Corgi very quickly issued models of the different winning Mini's. This resulted in the now much sought after Monte Carlo Rally Set (GS 38).

The Gift Sets in this range date back to 1959 when Corgi put a winning Stirling Moss Vanwall with a Le Mans Lotus XI and a BRM (GS 5). The release of the Ecurie Ecosse Race Transporter was immediately

followed by a Gift Set based on this one off which included three Corgi racing cars that may vary (GS16). The indestructible Land Rover made its reappearance, now towing the Ferrari "Shark nose" Formula 1 on a trailer (GS 17).

In 1966 the Land Rover was replaced by the Volkswagen Breakdown Van in the Lotus Racing Team Set (GS37). It was accompanied by the sleek Lotus Elan with detachable chassis that had been issued the year before, be it in different colours. The Volkswagen returned in the Racing Set (GS6), now towing a trailer with a Cooper-Maserati Formula One.

That same year Corgi started the "All Winners Set" (GS46 and No.45) that came with varying sports and racing coupes that were released earlier.

The top set is no doubt the Silverstone Racing Layout (GS15) that a box full of kits, models, figures, and a layout sheet to place it all and have your own racing day. Anyone lucky enough to receive this set as a Christmas or birthday present will no doubt have built

Sources: the *Great Book of Corgi* and the series of articles on Corgi Gift Sets by Andrew Ralston in *Diecast Collector* 2010/2011.



FROM THE TOP DOWN: Rambler Marlin with Kayak and Trailer (Gift Set 10); Oldsmobile Toronado and Speedboat (Gift Set 36); variations in the water skiing figures!; Tour de France Set (Gift Set 13); Camera man on platform appeared earlier with the Commer Mobile Camera Van (No.483).

Land Rover with Ferrari on Trailer (Gift Set 17) and Volkswagen Breakdown Van with Cooper-Maserati on Trailer (Gift Set 6).



Riviera Set (Gift Set 31) with Buick Riviera (No.245) and Dolphin Cabin Cruiser on Trailer (No.104).

the kits so not many of the 8,000 sold will be around in the original mint and boxed condition. The current price range for this set in that condition is around £2,000-2,500 and seems staggering but if you add up the single items at their present market value it is in fact a bargain. At the same time be prepared for a dilemma: if you start putting the kits together the value will no doubt drop with each box that you open...

HOLIDAY AND LEISURE

Also in this field Corgi and Dinky as the two brand leaders were tough rivals. Dinky came up first with sets focussing on the holiday and recreation theme and Corgi quickly followed. At the end of 1965 the Riviera Gift Set (GS 31) was issued, a nice combination of the existing Buick Riviera with the Dolphin Cabin Cruiser on a trailer. Figures of a captain and a waterskier completed the set that came in a box with a diorama and suggestive artwork of life on the Riviera.

In Gift Set 36 the marine theme continued with the Oldsmobile Toronado towing a newly designed Glastron speedboat on a trailer. This set possibly started with the Rambler Marlin, another American car that appeared shortly thereafter in its own set (GS10). It towed the earlier Pennyburn trailer without the tools but including 2 kayaks and a paddling figure. The box artwork is impressive and makes you want to pack for the holidays! Also with an eye to the holidays and

possibly meant to needle the French Dinky design team, Corgi released in 1968 the Tour de France Set (GS13) featuring a new casting of the Renault 16. It came with a rear camera platform that was used earlier with the Commer Mobile Camera Van (No.479) and a toiling Tour de France cyclist.

AMERICAN MARKET

By the late 1950s Corgi's overseas sales accounted for nearly a third of the company's turnover. The USA had become an important market since the introduction of a number of American cars like the Studebaker Golden Hawk, Ford Thunderbird and Chevrolet Impala. Distribution in the USA was run by Reeves International in New York. Two important outlets were the toyshops of FAO Schwarz in New York and Marshall Field's in Chicago. For these retailers Reeves put together some special Gift Sets, tailored to the American market. Within the limits of this chapter only two sets can be mentioned, the Tow Truck Set containing the Holmes Wrecker Recovery Vehicle (No.1142) and a Buick Riviera (No.245) and the Hiway Patrol Set, including the two cars from the Tow Truck Set. Added was a typical American police car, the Chevrolet Police Patrol Car (No.481). In total there are 6 of these special sets known but possibly other sets will come to light, even after all these years. They are, in any case, extremely rare and therefore expensive. ■



Corgi through the years

1973

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 1973.

Following on from the 1972 releases, Corgi still had plenty of surprises to come throughout 1973. Featuring more of the new 1/36 scale Formula 1 cars and another great group of new models, things were still going pretty well. In fact, 1973 sales figures were actually an improvement on those for 1972.

There were no new releases in January, but February saw two, both with a speed theme. No.169 'Silver Streak' Swedish Jet Car was an accurate replication, at 1/40 scale, of a real vehicle used for a record breaking attempt. Possibly the most outlandish dragster-style release yet, the actual car had been built in Sweden and driven by Arnold Sundquist. The basis for this amazing creation was the engine from a Lockheed F-104 Starfighter fighter jet, with the

cockpit situated in front of the engine and the fuel tanks to the sides. Sundquist brought the car over to both the Northampton and Swansea factories as part of a promotional tour. The model lasted in the range for four years and sold just over 370,000 units.

February's other release was a little more practical for road use, albeit still out of the reach for most people to own a real one. No.319 Lamborghini P400 GT Miura was a reworking of the No.342 release, without the bull figure and now painted silver. The spare wheel under the bonnet was now part of the casting, rather than a 'Golden Jacks' wheel (a legacy from the abandoned production for the original Miura). Wearing colourful stripes and a racing roundel, the model still proved popular, selling well over 250,000 pieces until

ABOVE

No.397 Can-Am Porsche Audi 917-10, No.324 JCB/Corgi Le Mans 1973 Ferrari Daytona, No.323 Ferrari Daytona 365 GTB/4, No.319 Lamborghini P400 GT, No.152 Ferrari 312 B2 and No.154 John Player Special Lotus. Image: Rick Wilson





ABOVE
Three versions of No.154 John Player Special Lotus. Image: Rick Wilson



ABOVE
No.396 Datsun 240Z. Image: Vectis



ABOVE
No.323 Ferrari Daytona 365 GTB/4 and No.324 JCB/Corgi Le Mans 1973 Ferrari Daytona. Image: Rick Wilson

it was withdrawn in 1974.

A further two new releases came in March and both of these were in the superb 1/36 scale Formula 1 range – No.152 Ferrari 312 B2 and No.154 ‘John Player Special’ Lotus. The pretty Ferrari was another collaboration with the famous Italian racing outfit and looked superb in the obligatory Maranello Red with its white aerodynamic engine cover. It sold pretty well, lasting in the range until 1975, but the JPS Lotus 72 was to become one of the biggest success stories in Corgi’s history, selling over 2 million units before it was withdrawn in 1979. It was not without teething troubles, though, as a disagreement with driver Emerson Fittipaldi’s manager nearly derailed early production. The car changed a little over its run, with Fittipaldi’s teammate, Ronnie Peterson, being depicted for an alternative version and, during its



ABOVE
No.169 Silver Streak Swedish Jet Car. Image: Vectis

later years, the tobacco sponsorship was removed and branding displayed was just Texaco and GoodYear (see photo above for these three versions).

With nothing appearing in April, May brought another pair of new models. No.396 Datsun 240Z was a revised version of No.394, now sporting an eye-catching white and red colour scheme. This was notable for being the first model to be packaged in a new style of angled-platform window box, to better show off the model. May’s other release was something very different indeed – No.459 Raygo ‘Rascal’ Road Roller. A very nice replication of a real roadworking vehicle, complete with working roller and a visible engine with a good amount of detail cast in.

June offered another ‘slow’ vehicle in the shape of No.50 Massey Ferguson MF 50B Tractor. Complete with a new style enclosed cab, with driver figure, this sold well, falling not too far short of the half million mark by the time it was withdrawn in 1977. Two other releases this month were back to the racing theme and both used the same new casting.

No.323 Ferrari Daytona 365 GTB/4 was a superb replica of Ferrari’s pretty ‘Daytona’ and featured

CORGI TOYS 1973 RELEASES

No	Title	Scale	Released	Withdrawn	Sales
50	Massey Ferguson MF 50B Tractor	1/43	June	1977	479,000
152	Ferrari 312 B2	1/36	March	1975	445,000
154	John Player Special Lotus	1/36	March	1979	2,027,000
169	'Silver Streak' Swedish Jet Car	1/40	February	1977	371,000
319	Lamborghini P400 GT Miura	-	February	1974	266,000
323	Ferrari Daytona 365 GTB/4	1/36	June	1978	465,000
324	JCB/Corgi Le Mans 1973 Ferrari Daytona	1/36	June	1975	237,000
329	Mustang Mach 1	1/43	October	1976	293,000
331	Rally Ford Capri	1/43	July	1976	278,000
396	Datsun 240Z	1/43	May	1976	307,000
397	Can-Am Porsche Audi 917-10	1/36	September	1976	552,000
459	Raygo 'Rascal' Road Roller	1/42	May	1978	513,000
809	Dick Dastardly Racing Car	-	July	1974	117,000
900	German Tiger MkI Tank	1/60	November	1978	315,000
901	British Centurion MkIII Tank	1/60	November	1978	308,000
1104	Race Horse Transporter	1/48	September	1976	159,000
GS10	Tank Transporter with Centurion MkIII Tank Gift Set	-	October	1978	219,000
GS30	Grand Prix Kit Set	1/36	July	1973	13,000

Source: The Great Book of Corgi 1956-1983



LEFT
No.459 Raygo 'Rascal' Road Roller and No.50 Massey Ferguson MF 50B Tractor. Image: Vectis

RIGHT
GS30 Grand Prix Kit Set. Image: Rick Wilson



ABOVE
No.329 Mustang Mach 1. Image: Vectis

BELOW
No.1104 Race Horse Transporter. Image: Vectis



ABOVE
GS10 Tank Transporter with Centurion MkIII Tank Gift Set. Image: Rick Wilson

RIGHT
No.809 Dick Dastardly Racing Car. Image: Vectis

opening doors. The car's attractive shape was captured very well and quickly became a favourite for the Carpet Grand Prix in many homes. Joining it was another version that recorded Corgi's sponsorship of an entry for that month's Le Mans 24 Hours race, co-sponsoring the car with JCB. Only produced for one year, it's still a popular model today.

Moving into the second half of the year, Corgi released something not seen before in its range – a set of diecast model kits! Comprising three standard releases in kit form plus one exclusive livery on an assembled car – the special Norris-liveried version of the No 153 Surtees T.S.9B – the set was completed by three figures and a bag of 16 marker cones. These were all packaged in a superb box that featured a stunning, dynamic piece of action artwork to the rear. The models included were No.150 Surtees T.S.9 as No.1500 in kit form, No.151 Yardley McLaren M19A as No.1501 and No.154 John Player Special Lotus as No.1504. The kits were individually boxed, with their own styling, featuring colourful striping to the sides and assembly diagrams to the rear. This was a mail-order-only release and just 13,000 sets were produced.

Two further models were also released in July, both with a racing theme – one real and one fantasy vehicle with a link to a TV series. No 331 Rally Ford Capri was a new version of the previously-released No.311 Capri, with a black bonnet and now adorned by Texaco branding and racing stripes. No.809 Dick Dastardly Racing Car was sadly not the car he and his faithful sidekick, Muttley the dog, used in the popular *Wacky Races* TV show. It used a casting that was originally planned for the Qualitoys range and featured fairly good figurines of the pair in the car, which wore a rather gaudy colour scheme of purple and yellow with red plastic wheels.

Back to real vehicles for September and another racing car in the shape of the incredible Porsche-Audi 917-10 – a CanAm development of Porsche's all-conquering 917 endurance racer – a very good replication of the real car, featuring a driver figure. Over half a million were sold before its withdrawal in 1976. September's other release was very different, though. The very popular Chipperfields Bedford TK-hauled Horse Transporter had been reimagined with Newmarket Racing Stables markings and painted in green and yellow. Different and more appropriate horses were included, as was a

BELOW
No.331 Rally Ford Capri.
Image: Vectis



RIGHT
No.900 German Tiger MkI
Tank. Image: Rick Wilson

FAR RIGHT
No 901 British Centurion
MkIII Tank. Image: Rick
Wilson



CORGI TOYS 1973 RELEASES PRODUCTION COLOURS		
No	Title	Colours produced
50	Massey Ferguson MF 50B Tractor	Yellow/black
152	Ferrari 312 B2	Red/white
154	John Player Special Lotus	Black/gold
169	'Silver Streak' Swedish Jet Car	Blue/red/chrome
319	Lamborghini P400 GT Miura	Silver
323	Ferrari Daytona 365 GTB/4	White/red/blue
324	JCB/Corgi Le Mans 1973 Ferrari Daytona	Yellow/white/red
329	Mustang Mach 1	Dark metallic green/white
331	Rally Ford Capri	White/black/red
396	Datsun 240Z	Red/white
397	Can-Am Porsche Audi 917-10	White/red
459	Raygo 'Rascal' Road Roller	Yellow
809	Dick Dastardly Racing Car	Purple/red/yellow
900	German Tiger MkI Tank	Military camouflage
901	British Centurion MkIII Tank	Military camouflage
1104	Race Horse Transporter	Green/yellow
GS10	Tank Transporter with Centurion MkIII Tank Gift Set	Military green truck/trailer plus camouflaged tank
GS30	Grand Prix Kit Set	As per constituent parts, plus exclusive blue/white Surtees TS9B

Source: The Great Book of Corgi 1956-1983



stable boy figurine and some plastic hay bales. A sheet of adhesive blankets was supplied but cost-cutting was evident with the omission of the wing mirrors seen on the original model.

Yet another motorsport-themed release came along in November – No.329 Mustang Mach 1. A new version of the No.391 James Bond Ford Mustang, it was now painted a dark metallic green and had racing stripes and number stickers applied.

Rounding out the year was a trio of excellent new releases that formed the foundation of a brand new range of detailed military vehicles. I covered this in great detail in the September 2020 issue, if it's of interest, but these first three certainly set the tone. The first hint of this was with the release of Gift Set 10 Tank Transporter with Centurion MkIII Tank in October. It brought together the new Centurion tank (released as a standalone model the following month) and the already released Mack cab and chassis unit that was coupled to the low loader from the much earlier machinery carrier, but with the spare wheel omitted from the front of the trailer. The cab and trailer were finished in Olive Drab, with minimal, but realistic, stickering

to the cab doors and rear trailer axle unit – which was detachable to allow for the ramps to flatten for unloading.

The final two releases for the year, in November, were the first two standalone tank models in the range. No.900 PzKpffw Tiger Mk.I was superbly painted in a realistic camouflage finish, with nicely printed graphics and plastic cable detailing. Firing of the shells was actioned by loading the gun with one of the supplied shells, pushing the barrel into the turret, then pressing the aerial down. A very interesting method! No.901 Centurion Mk.III, released as part of Gift Set 10 the previous month, featured realistic camouflage with some excellent relief detail and plastic cabling, and proudly wearing a Union Flag sticker to either flank, the turret rotated and the gun moved up and down. The firing action was the same as the Tiger tank. More would follow in this range in 1974.

Looking ahead to the next instalment, covering the releases during the first half of 1974, racing cars would continue to dominate and Corgi's first venture into 1/18 scale arrived. There were plenty of other offerings too, of course, including some more military might, commercial vehicles (both real and fantasy) and farming machinery. ■

A-Z of diecast

Alwyn Brice continues to delve into the letter E.

Having looked at the products of Ebbro, Exoto and Eligor in the last issue, you'd be forgiven for thinking that the letter E is exhausted. But not quite...

THE ONE AND ONLY?

If you've not come across Empro before, I wouldn't blame you. Having trawled through a lot of posts on the Internet and searched several reference books, I've still only managed to come up with a single example of a model from this little-known British manufacturer.

According to colleague and diecast expert Robert Newson, in 1948 this company acquired the dies for an Allard and a tipper lorry (and possibly also a petrol tanker) that were previously part of the TP Series (Toy Products Ltd of Walsall). Empro, it seems, modified the toys and added a baseplate and rubber-band drive. Whilst the Allard is reasonably common, Empro lorries are rare.

The Allard in question is a solid, well-made, if slightly crude convertible that has surfaced in a small range of colours over the years. Referenced 209 (the raised identification numerals are easily read underneath), the Empro car is instantly recognisable from its shape – and the fact that it is a working model. I use the term “working” a little loosely since, in common with other diecast vehicles that rely on metal cogs and an elastic band for propulsion, the net result is not always that impressive. A protruding starting handle (although it does not really resemble one) at the front accepts the rubber band which attaches to a loop near the rear axle. In theory you wind it up and off it goes. That, at least, is the theory.

The model isn't that hard to find if you want an example in your collection; expect to run up against some paint loss after all these decades or, in extreme cases, a repainted body.

ERTLING ALONG

A bit of a history lesson, is Ertl. Dating back to the World War Two era (1945, to be exact), the brand Ertl owes its name to one Fred Ertl. It was taken over in 1999 by Racing Champions, itself part of RC2 Corporation, which although producing toys in the US, belongs to Japan-headquartered Takara Tomy, another big name that has been around for nigh on a century.

In terms of diecast products, Ertl as a brand looks back on an impressive portfolio and indeed, under its Japanese ownership, its diecast output has continued to flourish. Well-known for producing agricultural machinery (harvesters, tractors and the like), Ertl



ABOVE Empro's convertible has beautiful flowing lines, which makes it readily identifiable. Front view reveals the so-called starting handle; a similar propulsion mechanism was employed on the Merlin racing car. Underside of the car shows numerals and manufacturer – but the company's details remain a mystery.



ABOVE The face of Ertl for many youngsters growing up in the 1980s and 1990s was Thomas the Tank Engine (and friends).

RIGHT Unusual bike! Both MPC and Ertl names appear on this *Star Wars* cycle; and yes, it is a kit, but it does illustrate the company's breadth of production. Image credit: www.lulu-berlu.com



certainly recognised the benefits of diversification, and was active in acquiring other companies along the way, ones whose products were deemed of interest.

In more recent times Ertl's name has been inseparable from that of Thomas the Tank Engine, a



ABOVE Lovely little Eebee horse-drawn circus trailer even comes with a complement of diecast wildlife.

LEFT Police motorcycle combination from Eebee, complete with a box; this latter is very hard to find.



ABOVE Not quite a vehicle but this village pump, available also with a round base, was from the limited Eebee diecast range.

LEFT Eebee's brewer's dray: delivering beer the old fashioned way.



ABOVE Interior of the Ertl Chevrolet Chevelle shows the extent of the detailing. Door hinges are best overlooked, though.



ABOVE Widely known for its John Deere replicas, Ertl has supplied many a farm toy collection over the years.

Its so-called Precision range brings a high degree of quality to the proceedings and prices reflect this. It's not just about modern tractors, though, for Ertl has tooled up for historical examples as well. Add combine harvesters, ploughs and other accessories and you end up with a vast collecting arena (or should that be field?). In particular, Ertl is respected for its John Deere replicas which can command something of a premium when they come up for sale; so we are not talking toys here, but rather collectors' items.

If life on the farm isn't for you, then look up – and take in the company's aircraft output. Civilian, military, fantasy – it's all there. These little models are cheap and cheerful and more suited to children, yet there are some interesting aircraft modelled, nonetheless.

For the petrolhead, though, it is the company's 1/18 range of American behemoths that will attract. Here you can find past classics like the Plymouth Belvedere or the Chevrolet Camaro – or even Starsky and Hutch's red and white Ford Gran Torino or the Dukes of Hazzard's General Lee. This large scale allows for opening features, like doors and bonnets, and although these cars are retailed in the window boxes so beloved of Maisto and Bburago, their prices are on a completely different level. Needless to say, quality is good (although don't expect super detailing) and there's a wide range of body colours to tempt the contents of your wallet. In the main, it's all about the 1950s and the 1960s, although there are some models from an earlier era, too.

For two-wheeled conveyances, Ertl offers a range of motorcycles, which proudly carry the American name. Thus expect Harley Davidson (in many guises) and chopper bikes, so evocative of the film *Easy Rider*. Overall, several scales of motorcycle are available: it's your choice!

POST-WAR CURIOSITIES

According to Robert Newson, to whom I am indebted for the images shown here, Eebee models were very likely to have been manufactured by the company of Everson & Brooks, which operated in London from 1947.

Yet another example of a British company addressing the requirements of the toy market following the end of the second world war, Everson's output was somewhat limited in range and consequently, Eebee diecast toys don't surface too often. As for what was manufactured, which was around 1/76 scale, count on horse-drawn gypsy caravans, motorcycles and sidecars, a brewer's dray (again, horse-drawn) and circus carriages (with diecast animals). There's also a model of Tower Bridge (which should be complete with a pair of paddle steamers and which opens to allow the passage of boats) as well as a couple of village hand pumps with bases.

These models, whilst not too plentiful, can still be found with boxes on occasion, and the most common items tend to be the village pumps and Tower Bridge. They are occasionally lumped under the Salco or Agasee label, so be aware of the description if you are searching for any of these particular models. ■

licensing agreement signed back in 1986; this would lead to a huge range of children's model railway items. But Ertl manufactured much else besides – and in a bewildering variety of scales.

Collecting Ertl defies any simple answer or rationale. Of great interest to collectors has always been its farming range, with models replicating the real thing; if you take just the tractors, for example these can be found in 1/64, 1/32 and 1/16 scales.

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Superfast 1969-1982

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

Number 47 during the Lesney-era Superfast range comprises a construction crowd-pleaser, a bouncing driver, a locomotive and a pre-War roadster...

DAF TIPPER CONTAINER TRUCK

Production: 1970-73

Catalogue: 1970-73

Box Styles: G

Retaining its regular wheels colour when the change was made to Superfast, DAF Tipper Continental Truck was a real crowd pleaser, with its tipping body action and removable roof section.

Lasting for an impressive run, up to and including 1973, the truck also featured as a key part of the impressive G-4 Truck Superset in its standard 1-75 guise.

BEACH HOPPER

Range: Rola-matics

Production: 1973-79

Catalogue: 1974-79

Box Styles: I, J

Two years after No.13 Baja Buggy was released, a new evolution appeared as part of the Rola-matics range, meaning it had a feature that was related to the vehicle's forward (or backward) progress.

With the roof now gone, this buggy had a driver figure that bounced as the buggy moved. Dismantling one of these reveals that the feet of the driver figure (hidden when assembled) are flicked up by a plastic spur on the inside of the driver's side front wheel, presumably to make the driver look like he is going over some rough terrain but this isn't particularly realistic. Also gone was the outlandish exposed V8 of its older sibling – instead the rear deck now sported two raised air intake boxes.

Like the even older No.30 Beach Buggy, Beach Hopper was decorated with random paint spatter although this time it was a rather splendid pink on a dark blue body, with a rather funky hot pink painted base. The interior was usually orange but yellow versions can be found too, as can lighter orange ones.

An economy drive later in production saw the disappearance of the plastic windscreen – replaced by a totally unsatisfactory 'bump' in the casting, clearly meant to replicate an aersocreen, as can be seen in both of the models above. The base also changed to being unpainted – again, this was likely to have been a cost-cutting measure.



PANNIER LOCOMOTIVE

Production: 1979-82

Catalogue: 1980-82

Box Styles: L

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 famous Great Western Railway's 5700 class pannier tank. These locos were so called because their water was stored in long pannier-shaped tanks along the side of the boiler.

The model had a diecast boiler, tanks and cab that were painted green. The footplate, buffers and wheel arches were in black plastic and there was a separate metal sub-base.

JAGUAR SS100

Production: 1982

Catalogue: 1982

Box Styles: L

Another classic model, this was based on the famous British pre-war sports roadster.

This was probably an easy car for Matchbox to tool up, as it already had a larger version in the Models of Yesteryear range to refer to. The main body and wings were painted red, as was the separately-cast bonnet. The well-detailed grille and headlights were chrome plated as was the fragile windscreen, which was a very thin frame with no glazing.

The interior was light brown, and there was a separate, black plastic sub-chassis. Under Matchbox International ownership the colour scheme was later changed to dark blue. ■

TOP VINTAGE MODEL

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



ABOVE
Dinky Toys Chrysler
Royal Sedan
(No.39e) in green,
blue and less
common cream
with green wheels.

Chrysler Royal Sedan

Many years ago, when I was in America, I came across various 'vintage' vehicles and of course a number of cars that had been modelled by Dinky Toys. These real ones were quite impressive and the models produced by Meccano were reasonably accurate as far as I could remember at the time. In the post war years toy manufacturers produced a variety of American cars and so did Dinky Toys. All these toys collected by the children of the day were interesting and certainly different to the real ones that they saw every day on the streets.

The Dinky Toys Chrysler Royal Sedan (No.39e) joined the American car series in June 1939 where it is illustrated in that month's *Meccano Magazine* alongside the other American cars under the heading 'SEDANS AND COUPES' and 'Dinky Toys No.39' and it also says they are 'Fitted with detachable rubber tyres'. The model is priced at 10d and was also available in the complete set of cars for 5/-. The advert states that it will be 'Ready July'. There were two sets of the American cars which were available from 1939 to 1941 as set No.2 and this contained five models and was for export. The other set



ABOVE Dinky Toys Chrysler Royal Sedan (No.39e) in yellow and red colours resembling New York taxis of the period.

No.39 contained six models and this was presumably for sale in England.

The Chrysler Royal Sedan comes in royal blue, green or grey and the first models had smooth hubs and black base plates. After the war the colours continued with royal blue and green and to these were added light blue and dark green with black hubs and the later ones having contrasting coloured ridged hubs. There was also one in cream

The Dinky Toys Collectors' Association

The older Dinky Toys American cars still attract collectors especially the two-tone models. They occasionally appear in the DTCA Journal with illustrations and details. You can find out more or join by visiting the website www.dtcawebsite.com.

with green hubs. The models all had silver detailing for the radiators and bumpers. They continued to be sold in brown card lift off lid trade boxes of six models with some boxes having yellow end labels. The model is shown in the 1951 and 52 Dinky Toys catalogues before it was deleted in 1950.

However, in that year the model was re-issued as an export model for America and finished in green with green wings and green hubs or yellow with red wings and yellow hubs. At the time there were taxis in New York using these yellow and red colours so I am sure Dinky Toys were looking at the export market with these models. The model appeared in the US catalogues and was deleted in 1952.

The Chrysler company started out as the Chrysler Corporation in 1925. It had been set up by Walter P. Chrysler who had previously worked in the railway industry before joining Buick. One of its first cars was the Chrysler Six Imperial Sedan which proved very successful. The Dinky Toys model is based on the later real Chrysler Royale which was a four-door sedan and was introduced in 1937 with a six-cylinder engine. Chrysler bought into the Rootes company in the mid-1960s and then later took control. ■

AUCTION NEWS

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HARRIE VAN DE BOSCH DINKY TOYS COLLECTION SELLS AT VECTIS

An impressive single owner collection went under the hammer at Vectis Auctions this month. The Harrie van de Bosch Dinky Toys Collection sale included 689 lots of amazing toys, and achieved a very credible £75,500 (including buyers premium).

Harrie van de Bosch was born in 1944. During his childhood, shortly after the end of World War Two, Dinky Toys were rather expensive toys, so his parents could not afford to buy them. He never owned Dinky Toys as a child, although he did like them. Much later, when Harrie became a father himself, he bought Matchbox cars for his son and later Corgi Chipperfields models.

In the early 1990s, Harrie met Paul Majoor, a now well-known Dutch Dinky Toys trader, who sold his collection at Vectis Auctions in 1998. He drew Harrie's attention to the Houten Toy Fair. During his visits there, Harrie was especially impressed by the Dinky Toys for sale. He started visiting other toy fairs as well and bought his first Dinky

Toy, a Citroen Philips Van, at the Koepelbeurs Toy Fair in Raamsdonkveer. From there on, his collecting adventure started.

Harrie's Dinky collection today consists of more than 800 models, mainly boxed, pre- and post-War models. Items include a pre-War No.12 Postal Set, No.45 Garage and No.48 Petrol Station, all boxed. The complete range of Guy Vans including the Guy Warrior Heinz Van, Gift Sets like a Site Building Set or a nice Fun A'hoy Set also appear. Around 120 boxed French Dinky Toys including both Pinder Circus Sets and a rare Dutch ANWB livery Citroen Van round out the line-up.

Top lots on the day included:

• **Lot No. 396 Dinky Toys GS4 Gift Set "Racing Cars"** comprising of 5 x models (1) Cooper Bristol - green, silver trim, white driver figure & racing number 6; (2) Alfa Romeo - red including ridged hubs with grey treaded tyres, silver trim, white driver figure and racing number 8; (3) Ferrari - blue, yellow nose,

racing number 5 and ridged hubs with grey treaded tyres; (4) HWM - pale green, silver trim, white driver figure, yellow racing number 7, mid-green ridged hubs with grey treaded tyres; (5) Maserati - red including ridged hubs with grey treaded tyres, white front flash and racing number 9 black treaded tyres. Excellent to excellent plus, clean bright models with a generally excellent lovely bright example blue and white striped lift off lid presentation box (couple of small marks on side) without inner tray. **Estimate: £500-£600 Sold for: £1041**

• **Lot No. 396 - Dinky No.900 "Site Building" Gift Set** which includes (1) Euclid Dumper Truck with windows (2) Blaw Knox Bulldozer - Yellow, black rollers and grey blade (tracks have are badly perished); (3) Muir Hill Dumper; (couple of small paint touch-in's), (4) Muir Hill Tractor and (5) Albion Chieftain Cement Mixer - conditions are generally good plus to excellent unless stated in a generally good



presentation box - hard issue to find. **Estimate: £500-£700 Sold for: £918**

• **Lot No. 321 French Dinky Toys 882 "Pinder" Peugeot 404 & Caravan** - Red, yellow, light beige interior, concave hubs & Caravan yellow, red, cream rood and concave hubs - good plus to excellent in a good (slightly grubby) yellow and red carded picture box, inner tray is good plus. **Estimate: £280-£360 Sold for: £833.**

You can view more lots, and the prices they achieved, in this month's *Auction Price Guide*, starting on page 67. ■

SHOP STOCK SOLD AT BRITISH TOY AUCTIONS

Unsold shop stock is seemingly quite sought after these days, and a factory shrink-wrapped trade pack of six Corgi David Brown 1412 tractors proved that point very well at the last British Toy Auction sale. Appearing untouched, they sold for £200, plus premium.

Also at British Toy Auctions was a Corgi Gift Set 16, the boxed Ecurie Ecosse racing car

transporter with three cars. The dark blue transporter featured yellow side lettering with a light brown interior with bench vice intact, and was in very good condition. The BRM F1 car, Lotus Mk 11 and Vanwall cars all showed some signs of playwear but came with their respective boxes. The hammer price of £220 reflected the overall condition of the set. ■



SALE RESULTS

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



- **Item:** Corgi Starsky & Hutch Ford Torino No.1376
Condition: Little and Large twin set - both cars are mint, outer box is excellent
Sold for: £921.07 (38 bids)



- **Item:** Husky Traveller Portable Service Station Carry Case
Condition: holds 20 cars, trucks and vans; inner lining starting to peel, some age wear
Sold for: £870 (10 bids)



- **Item:** Lesney Matchbox Toys G-9 Major Pack Commercial Vehicles Gift Set
Condition: original and overall excellent to near mint
Sold for: £870 (32 bids)



- **Item:** Britains Farm Gift Set Mf and Ford Tractor
Condition: never removed from outer box, however some obvious signs of age wear
Sold for: £840 (19 bids)



- **Item:** Moskvitch 4-door saloon
Condition: good but with some bubbling to paint finish, Russian made
Sold for: £810 (17 bids)



- **Item:** Corgi Toys Gift Set No.38 Monte Carlo Gift Set
Condition: cars all very good and box very good with only minor marks
Sold for: £743 (20 bids)



- **Item:** Britains Farm Powerfarm Set
Condition: models excellent, contained in a good original box; with shop outer sleeve
Sold for: £740 (31 bids)



- **Item:** Caenaho Moskvitch Lada Niva 4x4
Condition: excellent with no signs of damage and wear, with original outer box
Sold for: £557 (33 bids)



- **Item:** Pre-War Dinky Toys Type 1 Delivery Van
Condition: genuine period model in good structural condition
Sold for: £510 (14 bids)



■ **Corgi 267 Batmobile** in original box, complete with instruction sheet, supplementary sheet, envelope, 5 x missiles - Batmobile version with pulsating rear flame. Very good with good to very good inner display stand and fair to good outer box. **Sold for £130, Excalibur Auctions, March.**



■ **Corgi 336 James Bond Toyota 2000GT** from the film 'You Only Live Twice', with instructions, 8 x missiles and two packing pieces. Very good to excellent on very good to excellent display stand in very good to excellent box. **Sold for £150, Excalibur Auctions, March.**



■ **Corgi 268 'The Green Hornet' Black Beauty** car, with instructions, 4 x missiles, 3 flying radar scanners and firing mechanisms working. Very good to excellent on a very good to excellent display plinth in very good to excellent box. **Sold for £200, Excalibur Auctions, March.**



■ **Corgi 261 diecast James Bond's Aston Martin DB5**, in original box with pictorial display stand, spare bandit and instructions. Very good in a good to very good box with very good display stand. **Sold for £160, Excalibur Auctions, March.**



■ **Corgi Gift Set No 47** comprising a Ford 5000 Super Major tractor and working conveyor, complete with 6 x sacks but no driver, on original pictorial stand. Very good on a very good inner stand in a fair to good outer box. **Sold for £75, Excalibur Auctions, March.**



■ **Corgi 69 Massey Fergusson tractor with shovel**, appears complete with internal packing piece. Very good to excellent in a very good box. **Sold for £65, Excalibur Auctions, March.**



■ **Dinky 281 Pathe News Camera car**, complete with tripod, camera operator and camera for mounting on the roof. Good to very good in a good box. **Sold for £90, Excalibur Auctions, March.**



■ **Dinky 273 RAC Patrol Minivan**, good to very good in a good to very good box. **Sold for £55, Excalibur Auctions, March.**



■ **Dinky 407 Ford Transit van**, in blue with white roof and Kenwood logo. Good to very good in a generally good box. **Sold for £42, Excalibur Auctions, March.**



■ **Corgi 328 diecast Hillman Imp in Monte Carlo trim**, very good in a good to very good box. **Sold for £60, Excalibur Auctions, March.**



■ **Dinky 697 25-Pounder Field Gun Set**, good in a generally good box. **Sold for £38, Excalibur Auctions, March.**



■ **Dinky 104 Gerry Anderson's Captain Scarlet Spectrum Pursuit Vehicle**, in original box with inner display plinth, figure and two missiles, all mechanisms work, no instructions. Very good in a fair box (some damage and tears to outer box). **Sold for £140, Excalibur Auctions, March.**



■ **Dinky 103 Gerry Anderson's Captain Scarlet Spectrum Patrol Car**, complete with instructions, aerial and working motor noise. Very good to excellent in a good to very good box (no packing piece). **Sold for £120, Excalibur Auctions, March.**



■ **Corgi 261 James Bond 007 Aston Martin DB5**, diecast model, with inner display stand in a fair-gd condition, outer box missing end flaps, diecast very good overall. **Sold for £42, Wessex Auction Rooms, March.**



■ **Corgi 497 The Man From UNCLE Thrushbuster**, with reproduction inner display stand, diecast and outer box very good. **Sold for £65, Wessex Auction Rooms, March.**



■ **Corgi 269 James Bond 007 Lotus Esprit**, diecast very good with 4 x missiles, no inner display stand, outer box tatty with damage to rear. **Sold for £32, Wessex Auction Rooms, March.**



■ **Corgi Magic Roundabout 851 Train**, complete with all four figures (Dougal, Paul, Rosalie and Mr Rusty the engine driver) model and figures very good overall with frosting to Paul, box window partially removed, box good. **Sold for £60, Wessex Auction Rooms, March.**



■ **Corgi 807 Dougal's Magic Roundabout Car**, diecast in very good condition with minor lifting of bonnet sticker, no sticker sheet, some storage squash to box window. **Sold for £70, Wessex Auction Rooms, March.**



■ **Corgi Whizzwheels 284 Citroen SM**, in metallic pink with light blue interior, diecast very good, with no chips or marks to diecast, box good overall with signs of mainly edge wear and plastic window showing squashing and crinkling. **Sold for £42, Wessex Auction Rooms, March.**



■ **Corgi Major 1106 Decca Mobile Airfield Radar**, in very good condition with one or two paint chips, but other than that excellent. Complete with inner packaging, box very good overall with some edge wear to corners and general surface wear. **Sold for £130, Wessex Auction Rooms, March.**



■ **Corgi Gift Set No 31 The Riviera**, complete with Buick Rivera, Dolphin 20 Cabin Crusier, Evinrude Outboard Motor, Brooklands Trailer, water skier and Captain figure, with inner display stand, excellent overall with outer box showing some storage squash. **Sold for £160, Wessex Auction Rooms, March.**



■ **Corgi 443 'By Special Request' Plymouth US Mail**, diecast and decals very good to excellent, box with a little end flap seam tear but otherwise good. **Sold for £48, Wessex Auction Rooms, March.**



■ **Corgi 428 Smith's Mister Softee Ice Cream Van**, diecast good with scratches to roof, one decal showing some loss otherwise very good, tatty box. **Sold for £42, Wessex Auction Rooms, March.**



■ **Corgi 267 Batmobile with both Batman & Robin figures**, secret instructions, instruction bag and 9 x missiles, inner display stand fair-good, outer box with edge and corner wear, diecast with a couple of paint chips but otherwise excellent. **Sold for £130, Wessex Auction Rooms, March.**



■ **Corgi 448 BMC Mini Police Van with tracker dog**, complete with figures, inner display stand good, outer box with wear to an end flap and '12' written to a side otherwise good, diecast showing minor chips and marks, good overall. **Sold for £80, Wessex Auction Rooms, March.**



■ **Corgi 474 Musical Ice Cream Van on Ford Thames**, only one chime working, diecast very good to excellent, box with '13' written to one side otherwise good. **Sold for £80, Wessex Auction Rooms, March.**



■ **Corgi 261 James Bond 007 Aston Martin**, with 2 x ejector figures and secret instructions, no inner display stand and outer box missing an end flap and side tear, diecast very good to excellent. **Sold for £40, Wessex Auction Rooms, March.**



■ **Corgi 317 Monte Carlo BMC Mini Cooper S**, in red, race number 37, showing some decal wear, diecast with the odd chip but very good overall, box with '35' written to one side otherwise good. **Sold for £60, Wessex Auction Rooms, March.**



■ **Corgi 236 Motor School Car Austin A60 De Luxe Saloon**, diecast excellent with minimal paint wear, box good to very good with '20' written in pen to one side. **Sold for £50, Wessex Auction Rooms, March.**



■ **Dinky Toys 25X Commer Breakdown Lorry**, dark grey, blue back and jib, silver trim, reds rigid hubs. Good bright example in a good orange lift lid box with orange and white label. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 25X Commer Breakdown Lorry**, mid grey, violet blue back and jib, silver trim, reds rigid hubs. Good bright example in a good to good plus orange lift lid box with orange and white label. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 25X Commer Breakdown Lorry**, tan body and chassis, mid-green back and jib, silver trim, red rigid hubs. Good plus to excellent lovely bright example in a good orange lift lid box with orange and white label. **Sold for £45, Vectis Auctions, April.**



■ **Dinky Toys 117 Four Berth Caravan**, yellow including opening side door, red interior, chrome draw bar and spun hubs. Excellent (couple of small marks on edges) in a good to good plus yellow and red carded picture box. **Sold for £40, Vectis Auctions, April.**



■ **Dinky Toys 117 Four Berth Caravan**, two-tone cream over mid-blue, light beige opening side door, red and cream interior, chrome draw bar and spun hubs. Good plus to excellent (couple of small marks on edges) in a good (slightly grubby) yellow carded picture box with 117 labels. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 188 Four Berth Caravan**, two-tone cream over mid-blue, light beige opening side door, chrome draw bar and spun hubs. Good plus to excellent (couple of small marks on edges and side window) in a good to good plus (slightly grubby) yellow carded picture box. **Sold for £35, Vectis Auctions, April.**



■ **Dinky Toys 190 Caravan**, two-tone cream over yellow light beige, smooth black metal jockey wheel, chrome draw bar, rigid hubs. Good plus to excellent in a good plus yellow carded picture box with correct colour spot and inner packing ring. **Sold for £45, Vectis Auctions, April.**



■ **Dinky Toys 190 Caravan**, two-tone cream over mid-blue, smooth black metal jockey wheel, chrome draw bar, rigid hubs. Good plus to excellent in a good yellow carded picture box. **Sold for £45, Vectis Auctions, April.**



■ **Dinky Toys 195 Range Rover 'Fire Chief'**, metallic red body, light blue interior, mid-blue solid roof light and detailed hubs. Excellent plus in a good plus picture box. **Sold for £45, Vectis Auctions, April.**



■ **Dinky Toys 250 Streamlined Fire Engine**, red including rigid hubs with black treaded tyres, silver trim, chrome ladder with bell. Near mint in a excellent yellow and red carded picture box. **Sold for £70, Vectis Auctions, April.**



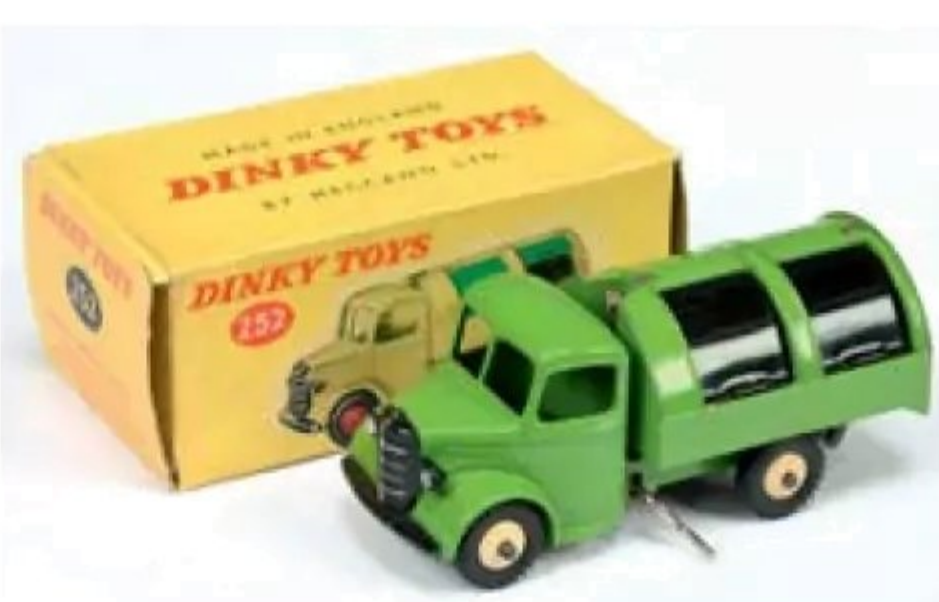
■ **Dinky Toys 251 Aveling Barford Road Roller**, mid-green body and canopy, red metal wheels, tan figure and tow hook. Excellent plus in a good plus picture box. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 251 Aveling Barford Road Roller**, mid-green body and canopy, red metal wheels, tan figure and tow hook. Excellent plus in a good plus picture box. **Sold for £45, Vectis Auctions, April.**



■ **Dinky Toys 252 Bedford Refuse Wagon**, tan body, green tinplate opening shutters and rear door, red rigid hubs with smooth tyres. Good plus bright example in a fair (complete) yellow and red carded picture box. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 252 Bedford Refuse Wagon**, green body, black tinplate opening shutters and rear door, light beige rigid hubs with treaded tyres. Good plus bright example in a good to good plus yellow and red carded picture box. **Sold for £300, Vectis Auctions, April.**



■ **Dinky Toys 252 Bedford Refuse Wagon**, orange body and chassis, green tinplate opening shutters and rear door, silver grille and lamps with windows and red plastic hubs with treaded tyres. Good plus bright example of a harder to find variation in a good plus to excellent late issue plain yellow and red carded box. **Sold for £180, Vectis Auctions, April.**



■ **Dinky Toys 253 Daimler 'Ambulance'**, cream body with red crosses on sides and rigid hubs, silver trim. Excellent (flat spots to rear tyres) in a good yellow and red carded picture box. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 254 Range Rover 'Police'**, white body, light blue interior, roof box and plastic aerial, detailed hubs. Good plus in a good plus to excellent picture box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 255 Land Rover 'Mersey Tunnel Police'**, red body and rigid hubs with treaded tyres, silver trim and metal hook. Excellent plus in a good plus picture box. **Sold for £70, Vectis Auctions, April.**



■ **Dinky Toys 259 Fire Engine**, red body, silver trim, chrome ladders with bell, cast spun hubs and "Fire Brigade" rear side decals. Good plus in a good picture box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 260 Morris Commercial Van 'Royal Mail'**, red body and rigid hubs with smooth tyres and silver trim. Good plus bright example in a good to good plus picture box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 261 Morris 'Post Office Telephones' Service Van**, green including rigid hubs with smooth tyres, black roof panel with silver ladders. Good plus to excellent in a good picture box. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 263 Superior Criterion "Ambulance"**, off white body, red trim and solid roof light, pale green interior with figures and patient on stretcher, chrome spun hubs. Good plus to excellent in a good carded picture box. **Sold for £45, Vectis Auctions, April.**



■ **Dinky Toys 267 Superior Cadillac "Ambulance"**, white body, red lower sides, green tinted windows, red battery operated roof light, patient on stretcher and cast spun hubs. Good plus to excellent in a good picture box with correct instruction leaflet. **Sold for £80, Vectis Auctions, April.**



■ **Dinky Toys 273 Mini "RAC Road Service"**, blue body and roof sign, white roof, red interior, silver trim and spun hubs. Excellent plus in good plus picture box. **Sold for £120, Vectis Auctions, April.**



■ **Dinky Toys 274 Mini "AA Patrol Service"**, yellow body, roof and sign, blue interior, silver trim and spun hubs. Excellent in fair to good yellow and red carded picture box. **Sold for £80, Vectis Auctions, April.**



■ **Dinky Toys 276 Airport Fire Engine**, red body, silver trim, grey plastic nozzle, bell, amber battery operated roof light and spun hubs. Excellent plus in a good lift lid box and correct instruction leaflet. **Sold for £50, Vectis Auctions, April.**



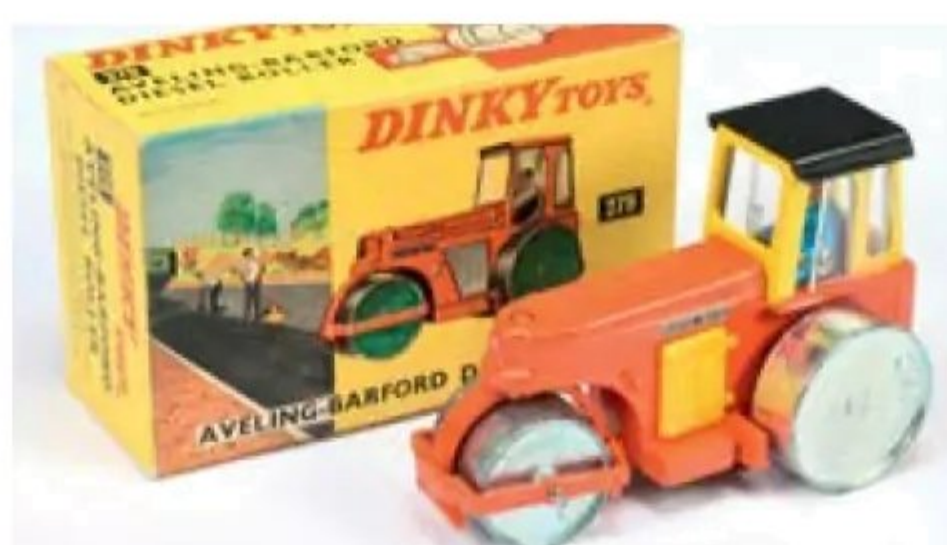
■ **Dinky Toys 277 Superior Criterion "Ambulance"**, two-tone metallic blue and off white, pale green interior with figures, silver trim, spun hubs with white treaded tyres, red battery operated roof light. Excellent plus (small mark on front windscreen) in a good plus yellow and red lift off lid box with detailed picture and inner packing piece. **Sold for £70, Vectis Auctions, April.**



■ **Dinky Toys 278 Vauxhall "Ambulance" Estate Car**, white body, cream interior (harder colour to find) with figure driver and patient on stretcher, solid blue roof light. Good plus lovely bright example in a good (grubby) yellow and red carded picture box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 279 Aveling Barford Diesel Roller**, orange body and cab including roof, grey plastic engine covers, green metal wheels and plastic figure driver. Good plus lovely bright example in a good plus yellow and red carded box with detailed picture and inner packing piece. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 279 Aveling Barford Diesel Roller**, orange body yellow cab with black roof, yellow plastic engine covers, bare metal wheels and plastic figure driver. Excellent plus lovely bright example in a excellent yellow and red carded box with detailed picture. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 279 Aveling Barford Diesel Roller**, orange body yellow cab with black roof, grey plastic engine covers, black metal wheels and plastic figure driver. Excellent lovely bright example in a good plus harder to find yellow and red carded picture. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 280 Midland Mobile Bank**, two-tone off-white over silver, blue trim, spun hubs. Excellent (some very small paint touch-ins on edges) in a fair to good yellow and red carded box with detailed picture. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 285 Merryweather Marquis Fire Tender**, metallic red, silver and chrome trim, white interior with grey rubber hose. Excellent plus in a good to good Plus yellow and red carded picture box inner pictorial stand is good plus bright example with foam packing piece and instruction leaflet. **Sold for £70, Vectis Auctions, April.**



■ **Dinky Toys 286 Ford Transit Fire Appliance "Fire Service"**, red body, Dark grey base, off white interior and plastic aerial, silver trim and cast spun hubs. Excellent in a good yellow and red carded picture box with instruction leaflet. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 287 Ford Transit "Police Accident Unit"**, white body, bare metal base, grey interior with figure, cast spun hubs and one road sign. Good in an excellent yellow and red carded picture box with inner packing ring. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 290 SRN6 Hovercraft**, metallic red body with blue skirt, white including opening door and yellow tail and interior, chrome spun hubs. Excellent plus in a good plus yellow and red carded picture box and inner packing piece. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 342 Motor Cart**, mid green including chassis, tan back and figure, red metal wheels. Excellent plus in a good plus bright example yellow and red carded picture box. **Sold for £110, Vectis Auctions, April.**



■ **Dinky Toys 343 Dodge Produce Wagon**, red cab and chassis, mid-blue stake back and rigid hubs with smooth tyres, silver trim and metal hook. Good plus to excellent bright example in a good plus yellow and red carded picture box with correct colour spot. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 343 Dodge Produce Wagon**, mid-green cab and chassis, yellow stake back and plastic hubs with treaded tyres, silver trim and metal hook. Good plus to excellent (some small marks on stake top edges) bright example in a good plus yellow and red carded picture box. **Sold for £70, Vectis Auctions, April.**



■ **Dinky Toys 400 BEV Electric Truck**, mid-blue including rigid hubs with smooth tyres, tan figure and metal tow hook. Excellent plus in a good plus yellow and red carded picture box. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 401 Coventry Climax Fork Lift Truck**, burnt orange body, black mast, mid-green forks and rigid hubs with grey tyres. Good (requires slight attention in cleaning) in a good plus lovely bright example blue and yellow lift off lid box with inner packing piece. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 402 Bedford TK "Coca Cola" Delivery Truck**, red cab, back and plastic hubs, blue interior, white ribbed roof and front bumper/grille, black chassis. Good plus still a bright example in a good yellow and red carded box with detailed picture. **Sold for £150, Vectis Auctions, April.**



■ **Dinky Toys 404 Conveyancer Fork Lift Truck**, orange body, yellow plastic inner and cage, black forks, plastic figure and hubs, purple pallet. Excellent in a good carded picture box with handle instruction leaflet. **Sold for £35, Vectis Auctions, April.**



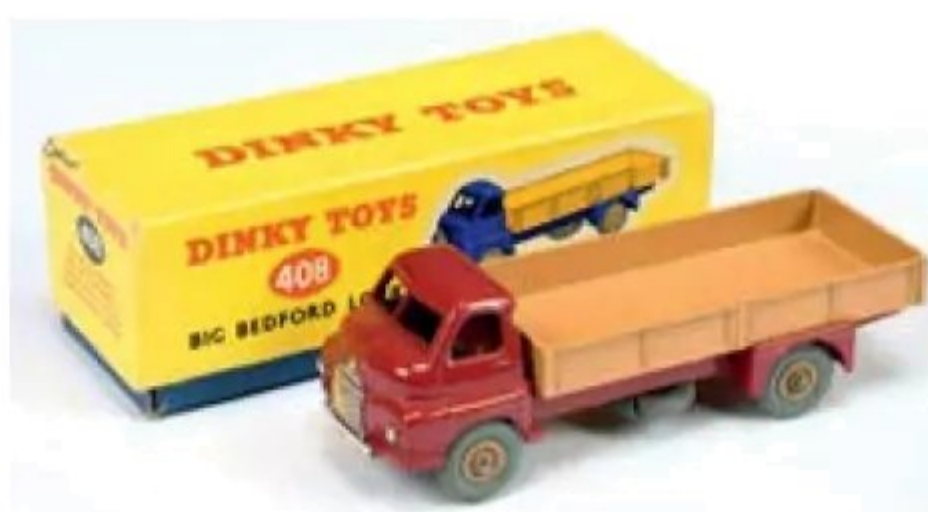
■ **Dinky Toys 404 Conveyancer Fork Lift Truck**, deep yellow body, yellow plastic inner and cage, brown seat and trim, black forks, plastic figure and hubs, pink pallet. Excellent in a fair to good carded picture box with brown handle. **Sold for £140, Vectis Auctions, April.**



■ **Dinky Toys 407 Ford Transit Van "Hertz Van Rental"**, yellow body and opening doors, bare metal base, red interior, silver trim and cast spun hubs. Good plus lovely bright example in a good plus to excellent yellow and red carded picture box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 407 Ford Transit Van "Kenwood"**, light blue body, white roof, dark grey base, red interior, silver trim and cast spun hubs. Good plus bright example (weak rear suspension) in a good (slightly grubby) yellow and red carded box with detailed picture. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 408 Big Bedford Lorry**, maroon cab and chassis, dark tan back, silver trim, supertoy hubs and metal tow hook. Near mint beautiful example in a good blue and yellow lift off lid box with "LF" end label. **Sold for £120, Vectis Auctions, April.**



■ **Dinky Toys 408 Big Bedford Lorry**, blue cab and chassis, deep yellow back, silver trim, bright yellow supertoy hubs and metal tow hook. Excellent still a beautiful example in a good plus blue and yellow lift off lid picture box. **Sold for £110, Vectis Auctions, April.**



■ **Dinky Toys 409 Bedford Articulated Lorry**, yellow cab and trailer, black, red rigid and supertoy hubs with smooth tyres and metal tow hook, Good in a good plus blue and yellow lift off lid picture box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 118 "Tow Away Glider" Gift Set**, to include Triumph 2000 Saloon. Off white, mid blue roof, red interior, silver interior, Spun hubs and "Southdown Gilding Club" Trailer - cream with red and yellow glider - good plus to excellent bright example in a good to good Plus presentation box with detailed header. **Sold for £130, Vectis Auctions, April.**



■ **Dinky Toys GS4 Gift Set "Racing Cars"**, comprising of 5 x models (1) Cooper Bristol - green, silver trim, white driver figure & racing number 6; (2) Alfa Romeo - red including ridged hubs with grey treaded tyres, silver trim, white driver figure & racing number 8; (3) Ferrari - blue, yellow nose, racing number 5 & ridged hubs with grey treaded tyres; (4) HWM - pale green, silver trim, white driver figure, yellow racing number 7, mid-green ridged hubs with grey treaded tyres; (5) Maserati - red including ridged hubs with grey treaded tyres, white front flash & racing number 9 black treaded tyres. Excellent to excellent plus, clean bright models with a generally excellent lovely bright example blue & white striped lift off lid presentation box (couple of small marks on side) without inner tray. **Sold for £850, Vectis Auctions, April.**



■ **Dinky Toys 125 "Fun A'Hoy" to include Ford Consul Corsair**, red body, pale grey interior, silver trim, chrome spun hubs and with Healey sports boat - green, cream hull and orange trailer with black plastic wheels and with figures (issue with figures only available in set). Good plus to excellent in a good to good plus presentation box with detailed header (cellophane is split). **Sold for £180, Vectis Auctions, April.**



■ **Dinky Toys 246 "International GT" Gift Set**, (1) 187 De Tomaso Mangusta, (2) 215 Ford GT and (3) 216 Ferrari Dino. Conditions are generally good plus to excellent in a good plus yellow and red window box. **Sold for £140, Vectis Auctions, April.**



■ **Dinky Toys 294 "Police Vehicles" Gift Set**, to include Ford Transit "Police Accident Unit", cast hubs - Mini "Police" car, Speedwheels and Range Rover "Police", cast hubs. Conditions are generally good plus to excellent in a good plus carded picture box, inner carded pictorial stand is good plus to excellent with accessories and inner packing pieces. **Sold for £140, Vectis Auctions, April.**



■ **Dinky Toys 297 "Police Vehicles" Gift Set**, to include (1) Ford Zodiac - off white, red interior, cast hubs (broken aerial); (2) Mini - white, red interior, chrome spun hubs, white plastic aerial; (3) Ford Transit "Police Accident Unit" - two-tone white, orange, cast spun hubs, with "Policeman", also comes with 2 x signs and 4 x cones. Otherwise conditions are generally good plus to excellent plus, inner pictorial stand is good plus, outer carded picture box is good still a nice bright with inner packing pieces. **Sold for £180, Vectis Auctions, April.**



■ **Dinky No.900 "Site Building" Gift Set**, which includes (1) Euclid Dumper Truck with windows (2) Blaw Knox Bulldozer - Yellow, black rollers and grey blade (tracks have are badly perished); (3) Muir Hill Dumper;(couple of small paint touch-in's), (4) Muir Hill Tractor and (5) Albion Chieftain Cement Mixer. Conditions are generally good plus to excellent unless stated in a generally good presentation box - hard issue to find. **Sold for £750, Vectis Auctions, April.**



■ **Dinky Toys 298 "Emergency Services" Gift Set**, to include 4 x vehicles (1) Ford Fairlane "Police" Car - black body, white door panels, off white interior, red solid roof light, grey plastic aerial, silver trim, chrome spun hubs; (2) Airport Fire Engine - red, chrome spun hubs, grey nozzle, amber roof light; (3) Superior "Ambulance" - off white, pale green interior with figures and patient on stretcher, red solid roof light, chrome spun hubs, silver trim and (4) Criterion Super "Ambulance" - two-tone off white, steel blue, chrome spun hubs with white treaded tyres, red battery operated roof light - comes with correct figures and accessories including instruction leaflet. Conditions are generally good plus to excellent plus, inner carded tray is excellent plus, outer presentation box is good plus (small tear to one corner). **Sold for £440, Vectis Auctions, April.**



■ **Dinky Toys 299 "Post Office Telephones" Gift Set**, to include Morris Commercial "Royal Mail", Morris "Post Office Telephones", Telephone box and 2 x Figures. Conditions are generally good plus to excellent bright examples in fair to good (slightly grubby) blue and white striped lift off lid box with inner tray. **Sold for £150, Vectis Auctions, April.**



■ **Dinky No.957 Gift Set "Fire Service"**, comprising of Fire Engine with extending ladder, Turntable Fire Escape and "Fire Chief's" Car - Supertoy and chrome hubs. Overall condition is generally good plus to excellent in a good blue base with good plus blue and white striped lift off lid picture box. Also comes with Turntable Fire Engine instruction leaflet. **Sold for £160, Vectis Auctions, April.**



■ **Dinky Toys 990 "Pullmore Car Transporter with Cars" Gift Set**, comprising of (1) Bedford Pullmore Car Transporter - mid-blue cab & ridged hubs, light blue "Dinky Toys Delivery Service" Trailer, mid-blue Supertoy hubs, twin rivet sides, clean bright example, usual rubs and chips around rear loading ramp; (2) Austin Somerset - two-tone yellow, red including ridged hubs; (3) Rover 75 - two-tone cream including ridged hubs; (4) Hillman Minx - two-tone green, cream, beige ridged hubs; (5) Ford Zephyr - two-tone cream, dark green, beige ridged hubs. Good plus to excellent plus set also includes 994 Loading Ramp which is near mint in a excellent box and comes with original lower packing piece, blue and white striped lift off lid box is fair to good displays well with a good plus blue base. **Sold for £160, Vectis Auctions, April.**



■ **A boxed Corgi #76901 Limited Edition 'Eddie Stobart Ltd. 30th Anniversary 1970-200' set**. The set containing five tractor units, and wooden plinth, has had its mirrors fitted to all units, otherwise appears to be in mint condition complete with certificate which numbers the set 2213 of 4000. The set is housed in mint inner polystyrene, and presented within a generally good lift off box with a some surface marks and storage related wear. **Sold for £40, British Toy Auctions, April.**



■ **A boxed 1/24 scale James Bond 007 Aston Martin DB5 by Danbury Mint**. The model appears to be in mint condition missing its Danbury Mint certificate. The model is housed in mint inner polystyrene packaging, presented in an very good to excellent outer box with some minor storage wear. **Sold for £75, British Toy Auctions, April.**



■ **A boxed 1/18 scale Minichamps B6 6960220 McLaren Mercedes F1 Racing Car, RN7 'David Coulthard'**. The model appears to be in mint condition housed within fair plus window box with some creasing and a stain to top. **Sold for £22, British Toy Auctions, April.**



■ **A boxed Corgi Toys #307 E-Type Jaguar**. The model in grey with with tan interior and spun hubs. The model is missing its detachable hard top, otherwise appears to be in very good condition, housed in a good yellow and blue picture box with a small tear near one flap and pencil annotation on one side. **Sold for £28, British Toy Auctions, April.**



■ **An unboxed Corgi Toys #497 Man from Uncle 'Thrushbuster'**. The model in the more unusual shade of bright blue, has a few minor nicks and marks associated with light play, nonetheless appears to be in good condition on the whole. **Sold for £30, British Toy Auctions, April.**



■ **A boxed Corgi Heavy Haulage Limited Edition #31013 'A.L.E.' Scammell Contractor (x2) with Nicolas Bogie Trailer & Slug Catcher Load**. The set shows some slightly dusty signs of display, and there's some glue residue to one of end tanks (probably age related), otherwise appears to be in excellent condition, comes with certificate numbering the set 3538 of 5000, has two bags of accessories, and is unchecked for completeness. The set sits within mint inner polystyrene, presented within a very good lift off lid box with some general wear. **Sold for £35, British Toy Auctions, April.**



■ **Corgi Toys No. 238 Jaguar Mk 10**, comprising of metallic deep blue body with lemon interior and spun hubs, with two luggage pieces in boot, sold in the original blue & yellow picture sided all-card box, near mint in a very good box. **Sold for £190, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 238 Jaguar MkX**, comprising of metallic sea green body with red interior and spun hubs, one suitcase in the boot, sold in the original all-card blue and yellow box (excellent to near mint in very good box). **Sold for £100, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 238 Jaguar Mk 10**, comprising metallic cerise body with lemon interior, spun hubs with two pieces of luggage in boot, sold in the original blue & yellow all-card box, slight paint imperfection to boot, (very good to near mint in very good box). **Sold for £60, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 227 Morris Mini Cooper**, competition model, comprising of blue and white body with red interior and racing No.7, complete with spun hubs and housed in the original blue & yellow all-card box, with Corgi Leaflet (near mint in a very good to near mint box). **Sold for £160, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 227 Morris Mini Cooper competition model**, primrose yellow body, red interior, white roof and bonnet with flags, RN1, with original model club leaflet, nreat mint in a very good box. **Sold for £120, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 333 BMC Mini Cooper S "RAC International Sun Rally"**, red body and interior, white roof, spun hubs, racing No.21, in the original blue and yellow No.225 box, with RAC International Rally No.333 Label Applied, sold with original Corgi Model Leaflet. Near mint in a very good box. **Sold for £320, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 339 Mini Cooper S Monte Carlo Winner**, red body with white roof, racing number 177, 2 spare wheels in roof rack, in the original blue and yellow 339 box with white on red 1967 Monte Carlo Winner Panel (near mint to mint in a very near mint box). **Sold for £140, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 317 B.M.C Mini Cooper**, with red body and white roof, fitted with yellow interior, jewel headlights and no.37 decal on door and Monte Carlo decal on bonnet in excellent to near mint condition. Comes with a crisp near mint original yellow and blue picture sided box with original packaging ring. Near mint to mint in a near mint box. **Sold for £190, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 258 The Saints Car Volvo P1800**, comprising white body with red interior and orange and white bonnet label with cast detailed hubs, sold in the original blue & yellow all-card box, with model club leaflet (near mint in a very good to near mint box). **Sold for £190, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 258 The Saint Volvo P1800**, car comprising white body with white bonnet transfer, red interior and driver figure, finished with spun hubs and housed in the original blue & yellow all-card box, with leaflet (near mint in a near mint box). **Sold for £130, Lacy, Scott & Knight, April.**



■ **Corgi Toys Gift Set 7 Daktari Land Rover**, finished in green with black stripes, lemon interior and spun hubs, comes with Dr Marsh Tracy, Judy the Chimp, Paula, Clarence and Tiger figures, housed in the original window style box with pictorial header card. Near mint to mint in a near mint to mint box. **Sold for £380, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 339 Mini Cooper S Monte Carlo Winner**, red body with white roof, racing number 177, 2 spare wheels in roof rack, in the original blue and yellow window box with leaflet (very good to near mint in a very good box). **Sold for £120, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 270 James Bond Aston Martin DB5**, comprising of silver body with red interior, with Bond driver figure and Bandit figure, sold in the original rare issue blue & yellow window box with Secret Instructions envelope, leaflet, lapel badge, and an unused set of number place stickers, together with spare Bandit figure (near mint to mint in a near mint box). **Sold for £360, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 492 VW European Police car**, white body with light brown interior, 2 figures, with Polizei to doors and blue light, Swiss model hard to find issue, with card steering ring, packing ring and leaflet, in the original blue and yellow all-card box (very good in a very good box). **Sold for £360, Lacy, Scott & Knight, April.**



■ **Corgi Toys No. 435 Karrier Bantam "Drive Safely on Milk"**, pale blue, white roof, spun hubs, yellow plastic side door, correct plain carded box with "Dunlop & Drive Safely on Milk" to sides - this issue was posted from Ford Dunlop Birmingham to the Milk Marketing Board where the model was passed before issuing - comes complete with correct card, some crazing to transfers otherwis. Near mint in a very good box. **Sold for £780, Lacy, Scott & Knight, April.**



■ Lansdowne Models a boxed 1/43 scale LDM.31 Bristol Type 400, by permission of Bristol Cars Limited. Conditions appear generally mint in generally good box with scuffing. **Sold for £40, Vectis, April.**



■ Lansdowne Models a boxed 1/43 scale LDM.16A 1961 Humber Super Snipe Estate, in metallic grey, dark red interior and white wall tires. Although not checked for completeness condition generally appears near mint to mint in generally good box with scuffing. **Sold for £50, Vectis, April.**



■ Brooklin Models (The Buick Collection) a boxed 1/43 scale No.BC004 1938 Buick Special 4-Door Touring Sedan, in Corot Beige. Condition generally appears mint including special presentation lift off lid box. **Sold for £45, Vectis, April.**



■ Brooklin Models (The Buick Collection) a boxed 1/43 scale No.BC005 1937 Buick Special 5-Passenger Convertible Phaeton, in Sandringham Maroon. Condition generally appears mint including special presentation lift off lid box. **Sold for £25, Vectis, April.**



■ Brooklin Models (The Buick Collection) a boxed 1/43 scale No.BC006 1937 Buick Special Plain Back 4-Door Sedan M-47, in Sedan Blue Poly. Condition generally appears mint including special presentation lift off lid box. **Sold for £20, Vectis, April.**



■ Lansdowne Models a boxed 1/43 scale LDM.42 1948 Wolseley 18/85 Series III, in dark blue with black roof panel and chrome trim. Comes complete with bagged nameplate. Although not checked for completeness condition generally appears mint in good box. **Sold for £40, Vectis, April.**



■ Brooklin Models boxed 1/43 scale BRK.173 1954 Monarch Lucerne Coupe, in white/red. Condition generally appears mint in good box. **Sold for £40, Vectis, April.**



■ Brooklin Models boxed 1/43 scale BRK.162A 1954 Mercury Monterey Convertible, in Yosemite Yellow. Condition generally appears excellent although it appears that there is a Streamliner missing from one side in good box. **Sold for £30, Vectis, April.**



■ Brooklin Models (The Buick Collection) boxed 1/43 scale No.BC009 1937 Buick Special Convertible Coupe M 46-C, in Bengal Brown Poly. Comes complete with bagged accessory. Condition generally appears mint including special presentation lift off lid box. **Sold for £25, Vectis, April.**



■ Brooklin Models (The Buick Collection) boxed 1/43 scale No.BC013 1936 Buick Special 4-Door Trunk Sedan M-41, in Trouville Blue. Comes complete with bagged accessory. Condition generally appears mint including special presentation lift off lid box. **Sold for £35, Vectis, April.**



■ Brooklin Models (The Buick Collection) boxed 1/43 scale No.BC018 1936 Buick Special Victoria Coupe M-48, in Francis Cream. Comes complete with bagged accessory. Condition generally appears mint including special presentation lift off lid box. **Sold for £35, Vectis, April.**



■ Lansdowne Models (Brooklin) boxed 1/43 scale LDM.106 1936 Bentley 4.25 litre 4-door Saloon, coachwork by Barker in pale Blue. Comes complete with bagged accessory. Condition generally appears mint including special presentation lift off lid box. **Sold for £40, Vectis, April.**



■ Brooklin Models (Rob Eddie) boxed 1/43 scale No.RE.25 Volvo 164 (1970) in Gold Metallic, dark Tan interior with bagged accessories. Condition generally appears mint in good box. **Sold for £35, Vectis, April.**



■ Brooklin Models boxed 1/43 scale BRK.113 1954 Hudson Hornet Special Club Coupe, in Palm Beach Green. Condition generally appears mint in good box. **Sold for £35, Vectis, April.**



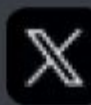
■ Brooklin Models boxed 1/43 scale BRK.182 1955 Packard Four-Hundred two-door hardtop, in White Jade/Sardonyx. Condition generally appears mint in good box. **Sold for £30, Vectis, April.**



■ Brooklin Models boxed 1/43 scale BRK.162A 1954 Mercury Monterey Convertible, in Yosemite Yellow. Condition generally appears excellent although it appears that there is a Streamliner missing from one side in good box. **Sold for £30, Vectis, April.**



Dear Editor

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LET'S HAVE A LOOK!



I've enjoyed the Guy Motors article in the May issue. All the versions of the impressive Telsalda Guy pantehnicons were reviewed but without a picture. Is it possible to see a photo of these colourful Guys?

I'm looking forward to what unusual models will appear in Part 2.

Bob Callaghan, email

ED Here you go Bob, your wish is my command!

TREASURE HUNTING IN NEW ZEALAND

I thought that you might like to hear about my recent outing. Auckland, New Zealand has a total of four major fairs each year for collectors of diecasts, kits, railways, and vintage toys. They are held at two different venues, by two different groups, usually between April and November.

The first Auckland Hobbies Fair for 2024 was on 13th April, at the Freeman's Bay Community Centre, close to the central city. It is easily reached by bus. The hours are 11am to 3pm, and entry is \$5.00 NZ. The next fair is on 7th September.

The hall, including a couple of side rooms, is filled with tables laden with treasures. Most specialise in one subject.

There were plenty of tables devoted to modern Hot Wheels, but there are still plenty of vintage models. My diecast haul was fairly modest this time, including the Matchbox Indiana



Jones movie car which I missed out on in the shops, and a plastic 1970s Corgi Juniors four-car garage. Along with a book, and some great plastic kits.

The Collectors Toy and Model Fair is also held twice a year, at the Mount Eden War Memorial Hall, in Balmoral, and is even easier to get to by bus. Hours are 10am-1pm, entry \$6.00. The first for 2024 is on 14th July.

Paul Brent Adam, email

A FEMALE COLLECTOR?

I was interested to read Hazel Ralston's feature about model collecting in the May issue of *Diecast Collector*. As a veteran of toy fairs, there was a time when female collectors were as rare as hen's teeth. There were always lots of men, of a certain vintage, discussing model trains and cars, in great detail. Their knowledge was always impressive.

My wife and I regularly attend toy fairs and she is certainly as enthusiastic as I am when it comes to finding an interesting addition to a collection. My wife specialises in hollow cast farm animals and figures, and enjoys sorting through boxes on stalls. Many of the stall holders are happy to discuss models and many provide discounts.

I have to say that, over the years, my wife has acquired a good knowledge about the old hollow cast manufacturers. She can generally recognise which company made a particular model. I used to smile when an odd dealer would form an opinion of my wife and underestimate her expertise. One dealer told my wife that a farm figure was painted in an original colour. My wife gently pointed out that it was not an original colour and had indeed been repainted. The dealer was a little surprised and didn't argue.

So, it seems that model collecting is not as male dominated as it once appeared to be. Men can discuss a subtle modification to a particular model car or point out something quirky, that is not commonly known. But they certainly no longer have it all their own way.

Indeed, my wife has, on occasion pointed out something about a hollow cast model, to a dealer and it has been readily accepted. Her knowledge has also come in handy at antique centres, when an asking price has been rather high for a particular item. Most serious collectors avoid overpaying unless the item is desperately needed to complete a collection. Even then there is a deal to be done.

Don Townshend, email

ED Your wife sounds like the perfect toy fair partner!

NO NEED TO CHANGE

With reference to the letter from Michelle Davey in the March 2024 issue of *Diecast Collector*.

I have a large toy collection which includes Subbuteo, Airfix, board games, wooden jigsaws etc. I buy *Diecast Collector* for my TV related extensive diecast collection which also includes motor racing. I have been collecting since 1980 and have bought this magazine from the 1st edition which came with a red VW Beetle with it. For the other things that I collect I buy *Collectors Gazette*.

I live in Jersey so we don't have Toy Fairs here, so my wife and daughter have been to Sandown, NEC, Rugby, Stafford and Doncaster as we all have an interest in collecting in other fields ie dolls houses etc

So I am asking please keep this great magazine as it is, there is no need to water it down, keep it for the diecast collectors.

Roger Northcott, Jersey, Channel Islands



TOYFAIR TIMES

FAIRS

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

19 MAY

- **Orpington**, SRP Toy Fairs, 07739 998012 / 07498 912091
- **Rickmansworth**, Maidenhead Static Model Club, 07895 581631
- **Spalding**, J & J Fairs, 01522 880383
- **Kidderminster**, Tony Oakes, 01270 652773 / 07825 631323
- **Rickmansworth**, Maidenhead Static Model Club, 07895 581431

26 MAY

- **Herne Bay**, SRP Toy Fairs, 07739 998012 / 07498 912091
- **Herne Bay**, J & J Fairs, 01522 880383

28 MAY

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

2 JUNE

- **Rayleigh**, SRP Toy Fairs, 07739 998012

6 JUNE

- **Theydon Bois**, Joe Lock, 07866 641215

AUCTIONS

2 MAY

- **Sheffield**, Sheffield Auction Gallery, 0114 281 6161

7 MAY

- **Runcorn**, British Toy Auctions, 01928 579032

8 MAY

- **C & T Auctions** (On-line), 01233 510050

10 MAY

- **Runcorn**, British Toy Auctions (on-line), 01928 579032

13 MAY

- **Deeside**, UK Toy & Model Auction, 01270 652773
- **Rayleigh**, Stacey's Auctioneers, 01268 983022

14 MAY

- **Wigan**, British Toy Auctions, 01928 579032

15 MAY

- **Warwick**, Warwick & Warwick, 01926 499031

16 MAY

- **Runcorn**, British Toy Auctions, 01928 579032

18 MAY

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

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TOY TALES

Ed Karswell ponders the wonderful world of model collecting.

Hand-me-down happiness!

I love people's stories regarding hand-me-down toys as they often elicit the most sentimental and vivid of memories. There maybe those who recoil at the thought of second hand, believing only new will do, but as collectors we of course know better.

Growing up I was quite lucky in respect of hand-me-downs as my brother was six years older than me and the toys he grew out of automatically came to me. There were also members of the extended family who would, on occasion, present me with a battered Family Circle biscuit tin full of well-worn playthings waiting to be re-discovered by yours truly. I well remember being given an incomplete Bayko set which by the Lego obsessed 70s looked positively archaic. Of better stock were the two Corgi Cadillac ambulances which at that time were only a few years old. My brother plumped for the red and cream example whilst I got the blue and white one. Their battery carriers and bulbs had long since departed but the all-important tyres were still on. Their recent obsolescence was negated by the fact that there was a Sunday morning TV re-run which featured similar vehicles screaming up and down the highways.

Now, it being the very early 70s it wasn't unusual to see some 1950s Dinky toys knocking about, most being devoid of both paint and the aforementioned tyres. The oldest toy I can recall being handed down I only got to see years after the event. My father had owned a large tinsplate saloon my Marx when he was a child. He duly passed this childhood gem to my brother, who then buried it in our garden in an unmarked grave. It was later exhumed, by which time there was little left. It was one of many toys lost in the garden so its discovery was no real surprise.

Being a Sixties child my brother's toys

were greatly influenced by his TV diet so anything by Gerry Andersen featured heavily. There was also the omnipresent Corgi James Bond Aston Martin, the second version no less, in silver with revolving number plates and detachable wheel spinners – not that I took any interest you understand. There were however some rare jewels, one being the *Man from Uncle* attaché case which was annoyingly incomplete. The other was a tinsplate robot that no matter how many times I shook it resolutely refused to work. One had to be careful though as not everything was ripe to be handed down. I particularly recall being warned off even looking in the general direction of a Dinky Joe 90 car which of

well-known characters such as Beryl the Peril and the like. These fired in me an interest in art as much as anything else.

Some events really were a sign of things to come. One afternoon I was dragged along by my mother to visit an auntie so I could watch them gossip for two or so hours. To keep me quiet, I was given a small box of toy cars which to my glee I was allowed to keep. The toy cars were all from an earlier era so along with my Superfast Big Banger and Mod Tractor I now added a Jaguar S Type, a Karrier 'Coca-Cola lorry and an Austin A50. To my eyes these models looked so much more refined than a tractor that could plough up Santa Pod or an ambulance that resembled a fish tank. I was

Now, it being the very early 70s it wasn't unusual to see some 1950s Dinky toys knocking about, most being devoid of both paint and the aforementioned tyres.

course I wanted so much it hurt.

Annuals and books were another thing that were regularly passed down. The only problem here was that they rarely made sense to me as by the time I got the *No Hiding Place* annual, the TV show hadn't been on for 5 years and as for Freddie and the Dreamers... I was much more excited by some of the artwork which although dated, was in retrospect fairly recent. For instance, the 1958 Lion annual featured some very Quatermass style rockets and space men, which by the time of the moon landings looked decidedly quaint. The *Topper* annual of the same vintage was unusual in that it was a landscape format which intrigued me. It was also interesting to see earlier incarnations of

hooked, I just didn't know it.

After this, along came Action Man, more Matchbox, a few Majorettes, toy guns and of course *Star Wars*. As time went on toys were either sold or given away, save for the ones that, forgive me, ended their days in the back garden. That small nucleus of vintage Matchbox items remained though and formed the basis of a collection I started to build. I began to find out about them and as a hobby it sat well with a growing interest in classic cars of the same era.

Fast forward 40 years and I can still see where it all began. I don't get handed down toys any more these days, mores the pity as there's a few gaps I'd still like to fill! ■

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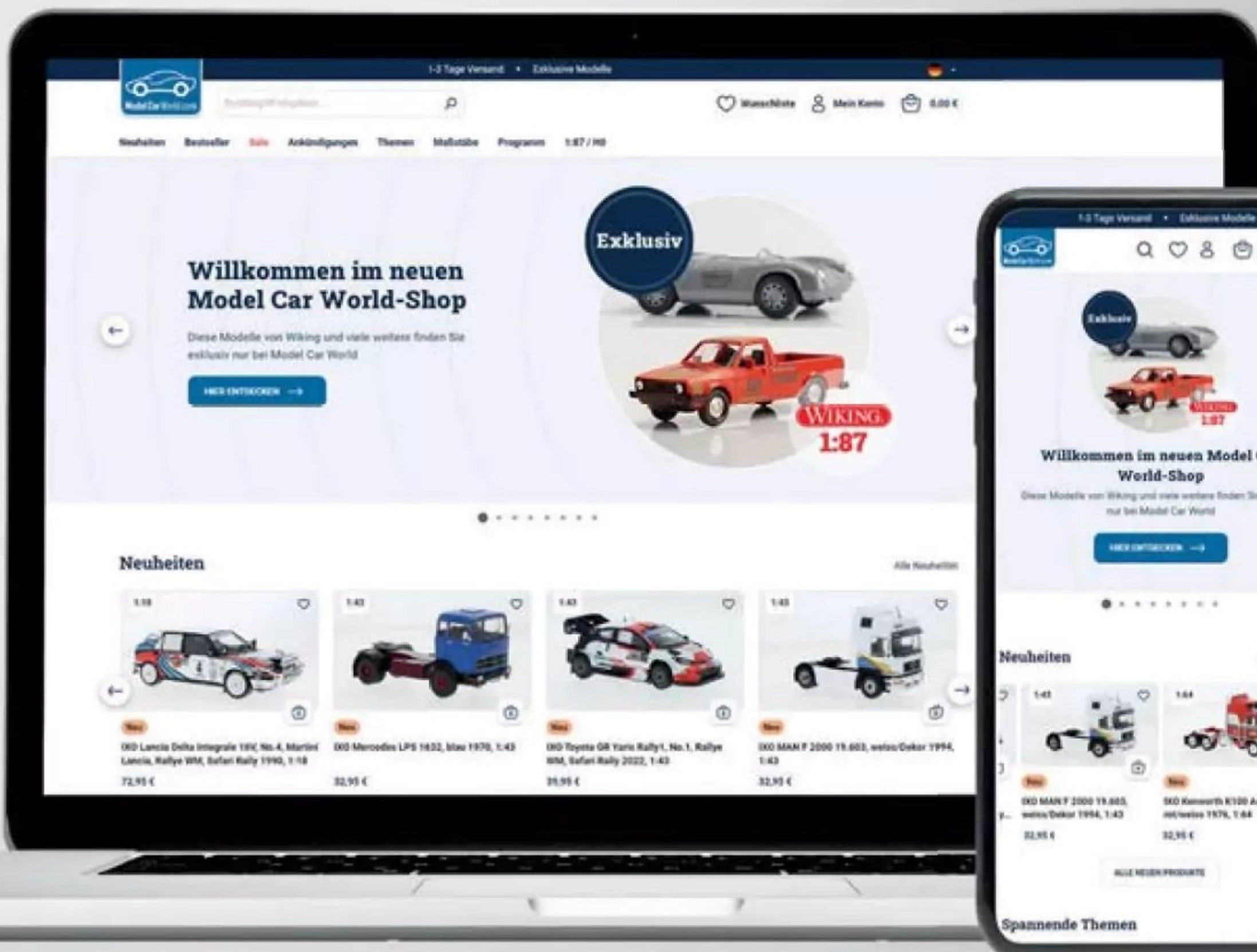
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Lancia Stratos HF, Alitalia, S.Munari, S.Maiga, Rally Monte Carlo, 1976
Nr. 265925 **72.95**



ixo 1:43
Ford Granada MK II Turnier, Rothmans, Rally Assistance, 1980
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Matchbox Superfast**



SAMPLE

Fast and Fifty

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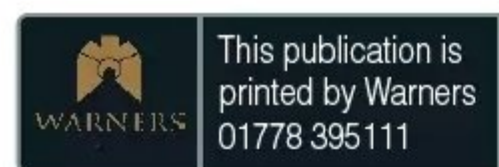
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50 years on and still going strong

When those first adverts started appearing in my comics during the summer of 1969 announcing the arrival of Superfast wheels that would transform the Matchbox 1-75 series, just like the one shown above, my impressionable five-year-old self was hooked. Look to the right and here is me the following year posing with my newly-released and just-purchased No 23 VW Camper - clearly a very happy boy!

Starting with those three first releases, No 56 BMC Pininfarina, No 5 Lotus Europa and No 20 Lamborghini Marzal, little did we know how the range would grow and that it would still be around to mark this impressive milestone, albeit under different ownership.

I've been planning this publication for years and, thanks to my connection with *Diecast Collector* magazine, have been afforded the opportunity to share my collection with you by way of celebrating those early Superfast years under Lesney.

So this focuses on the years from 1969 to 1982, when Lesney sadly went bankrupt, and concentrates entirely on the British releases. Think of it as an overview as it would be impossible to be exhaustive, but I touch on many of the accessories such as track sets, Matchbox Motorway and the pop-up roadways, and side ranges, such as Streakers, Rola-matics, Super Kings, Speed Kings and Scorpions. I even take a look at the catalogues and box styles.



The core of this publication though is the 1-75 series database and each number in the range has its own page detailing each release with production dates, catalogue years, box styles and variations.

Where each number in the range started in 1969 with regular wheels, this is not included until it becomes a Superfast or gets replaced by a new model that is, but if a non-Superfast appears during the timeline, replacing a Superfast model, it is included - I hope that makes sense! Every UK-released Lesney era casting is included and that totals 246!

It's been quite a task getting this lot together and my collection has expanded significantly as a result - all the models photographed are mine, including all the accessories and sets - it's been a real labour of love! If you enjoy reading this just 1% as much as I have putting this together then you're in for a fabulous ride.

Rick Wilson

Editor and Author



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The five decades of Superfast have seen quite a few changes.

Right: The chrome effect big V8 engine block was widely re-used – back row from left to right: No 13 Baja Buggy, No 64 Slingshot (with two of them!), No 62 Rat Rod Dragster and No 8 Wild Cat Dragster, front row with a slightly bigger version: No 61 Blue Shark, No 36 Draguar and No 2 Hot Rod.



Keeping it Simple

Lesney got up to lots of tricks to make the most out of its tooling.

With such an extensive catalogue of 75 models and a need to refresh this range on a fairly regular basis, it was perfectly sensible from a commercial point of view that models evolved and parts got re-used or modified to keep the series appealing. Following are specific examples pertaining to the photos here but these tricks were widespread throughout the range.

Component re-use was a good way of keeping costs down, probably none more prolific than the chrome effect big V8 engine block, although this came in two sizes. We have a good selection here of examples of this on seven models: No 2 Hot Rod, No 8 Wild Cat Dragster, No 13 Baja Buggy, No 36 Draguar, No 61 Blue Shark, No 62 Rat Rod Dragster and No 64 Slingshot.

Casting variations accounted for a quick fix a lot of the time but several models sadly lost opening features during the change to Superfast wheels, the gorgeous No 22 Pontiac Grand Prix

illustrates this well. Not so obvious from the photo is that the Superfast wheels increased the ground clearance so it also lost its low rider look, but it did gain that rather fabulous metallic purple paint job after a short run of red transitional models.

Also during the transition from regular wheels, No 58 Girder Truck lost its cast-in

load steady bars and these were replaced by a one piece plastic “H” affair – this was exactly the same case for No 10 Pipe Truck. Incidentally, the girder truck kept its regular wheels white paint job for the early Superfast issues before the change to the wonderful, if unrealistic, metallic olive green.

When No 5 Lotus Europa got its fat-



Above: No 22 Pontiac Grand Prix lost its opening doors but gained ride height and a fabulous paint job.



Above: Beach Buggy variations, from the left – first release features white tanks and interior with short exhausts, then orange tanks/interior with short exhausts, and finally with longer exhausts and a larger engine unit. Note the subtle artwork differences to the ever-present type H box.



Above: No 5 Lotus Europa with later wide wheels and early skinnies.

Left: No 1 Mod Rod with standard and red wheels, plus two different 'big cat' stickers.

tyred upgrade, rather than modify the baseplate, Lesney opted to modify the body casting to accommodate the new wheels – this is much more noticeable on the rear wheels than at the front.

Changes to No 1 Mod Rod were very limited and a short run with some rather natty red wheels is probably the most obvious of these. Take a look at those bonnet stickers though – two different types of big cat designs. A few even left the factory with stickers from the Scorpions range.

A good example of re-use and evolution of a casting can be seen when comparing No 6 Pick-up, No 50 Kennel Truck and No 57 Rola-matics Wild Life Truck. The casting was modified from Pick-up for Kennel Truck, with the rear deck puffed out a bit, but this was insufficient when the latter was upgraded to the wider wheels so the baseplate was modified to accommodate most of the extra width. This arrangement then carried over for Wild Life Truck. Another great example of the evolution of a casting was the changes

made between No 30 Beach Buggy, No 13 Baja Buggy and No 47 Beach Hopper. These were three great individual releases that shared a common front end.

No 30 Beach Buggy is painted in a fabulous metallic deep-pink with random yellow paint spatter, ensuring no two models look alike. The very first releases had a white plastic interior and fuel tanks and earlier versions also had less pronounced exhausts (these lasted considerably longer than the white interiors and tanks though so are easy enough to find). Lasting for seven years in the range, it was only ever released in the type H box, but with variations to the artwork.

Released two years later, No 13 Baja Buggy retained the nose of its sibling. The sloping roof was gone though, replaced by a squarer version, presumably inspired by the roll cages found on many of the buggies adapted for use on the famous Baja Rally. However, the engine was completely unrealistic as it featured a high mounted exposed V8 – it does look



Top: No 6 Pick-up, No 50 Kennel Truck, No 57 Rola-matics Wild Life Truck

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What's in a Number?

The 1-75 series laid bare from 1969 to 1982 on a whole page per number.

During the Lesney era, there were exactly 75 models on sale at any one time. These would not change at the same time as each year's line up was revealed in the relevant catalogue, instead there would be a smaller number of upgrades and new models to keep the range's appeal fresh in the eyes of the eager young collectors. This obviously had positive implications for the production loading as it would be impossible to change every one of the 75 at the same time!

In the early years, however, there were many of the regular wheels models still continuing in production – these were either eventually upgraded with a new chassis to carry the Superfast wheels and axles or replaced with a new Superfast model completely.

A good place to start is with the various No 1 releases during the Lesney years – these are a perfect example of the diversity of subjects that would change



Top: The 1-75 series during the Lesney Superfast era produced an incredibly varied crop – I hope that this section clears up a few mysteries for you!
Above: A few models confused the issue by disappearing from the range only to reappear slightly modified a year or two later but under a different number – No 36 Formula 5000 (left) and No 28 Formula Racing Car being a good example of this.

to reflect perceived trends. Starting with a truck, this changed to a make-believe car then turned to a real American muscle car, which eventually evolved itself - see the opposite page for more details.

Sometimes though, models were

popular enough to just keep going and there are several numbers that only had two releases during the 1969-1982 Lesney period – No 23 is an example of this with the Volkswagen Camper eventually giving way to Atlas Tipper Truck. The original regular wheels Trailer Caravan had been kept for 1969 but the incredibly popular Superfast VW took over the No 23 slot in 1970 and continued in the catalogue for a total of six years before giving way to the tipper truck in 1976 and this persisted for the remainder of the period that we are covering here.

Where each number in the range started in 1969 with regular wheels, this is not included until it becomes a Superfast or gets replaced by a new model that is, but if a non-Superfast appears during the timeline, replacing a Superfast model, it is included - I hope that makes sense and gives you an insight as to the workings of this comprehensive database section. 🌀



Mercedes Truck

Production: 1970–71

Catalogue: 1970–71

Box Styles: G

The Mercedes Truck was an existing regular wheels model and continued as such for both 1969 catalogues.

For the 1970 range, as would happen with most of the existing castings when they were upgraded to Superfast, the body colour was changed to add some extra appeal to the new version. In the case of the Mercedes Truck, which had been green with an orange plastic canopy for the rear section, this was now gold with an golden yellow canopy.

First appearing in this guise for the 1970 catalogue, it only lasted one more year after that but would live on as a Two Pack favourite with a red body and a yellow canopy bearing the legend "Transcontinental Haulage Co." and in the Military Two Pack series in green.

Mod Rod

Production: 1971–75

Catalogue: 1972–75

Box Styles: H, I

A complete fantasy vehicle, and a sure sign of the future direction for some of

the range, Mod Rod was nevertheless a very appealing car.

Strangely it was made as a single-seater but the striking yellow contrasting with the deep amber glass is a suitable distraction. The high-mounted mid-engined and exposed V8 engine sports rather extravagant exhaust pipes.

Later in its production, for the 1973 catalogue, it sported bright red wheels making it the only Lesney Superfast issue ever to wear anything else other than black.

The design of the leopard's head sticker on the nose changed during production too and, occasionally, when these may have run out temporarily, other stickers were used instead, the Scorpions roundel being one of these.

Dodge Challenger

Production: 1976–81

Catalogue: 1976–81

Box Styles: J

One of the most well-known of the American muscle cars from the 1970s era is the Dodge Challenger.

A new casting for 1976 replicated this fabulous car rather well and proved to be an instant success, sporting a rather fabulous bright red paint job with a white roof. A rather fancy chrome-

effect interior and two similarly adorned bonnet scoops really added to the model's appeal.

It stayed this way for most of its production run but for its final year in the catalogue, the body changed to mid blue and the interior/scoops to red plastic.

Dodge Challenger

Production: 1982

Catalogue: 1982

Box Styles: L

For 1982, if the 1981 red, white and blue colour scheme wasn't quite patriotic enough to appeal to the US market, the original casting got a new paint job and underwent a serious revamp. Gone were its two bonnet scoop apertures, replaced by a single bonnet bulge, and the base was altered to accommodate much larger rear wheels, adding side-exit exhausts into the bargain. The rear wheel arches had to be made bigger too, to allow for the bigger rear wheels.

Now painted in a bright orange with a sky blue roof, the bonnet and boot were adorned with blue stripes that were highlighted by white stars, and the sides of the car now bore the name "Revin' Rebel". In this form (but later in different colours), the model lasted well beyond the Lesney years.



Mercedes Trailer

Production: 1970-71

Catalogue: 1970-71

Box Styles: G

As per its partner, the No 1 Mercedes Truck, the trailer underwent an identical makeover, losing its green body colour for gold and its orange plastic canopy for golden yellow. Together they continued to make a very popular pairing for 1970 and 1971.

Similarly, the trailer would also later appear in both Two Packs liveries of red body and yellow canopy (again with a "Transcontinental Haulage Co." sticker) and in military green - the truck and trailer combination was an obvious one for this pairing initiative.

Jeep Hot Rod

Production: 1971-76

Catalogue: 1972-76

Box Styles: H, I

First appearing in the shops towards the end of 1971 and then the 1972 catalogue, Jeep Hot Rod, as it was called on the box (but Hot Rod Jeep in all the catalogues during its run, strangely) was, like Mod Rod, giving a glimpse of the future of the range with its rather outrageous exposed

engine with its dramatic flared black plastic exhausts. Incidentally, this unit would begin to appear widely throughout the range, a good cost cutting exercise as it spread costs significantly.

With a hot pink body and various shades of green bumpers (from lime to mid green), it was another model shouting for attention. For its final catalogue appearance the body colour changed to a dark red and the bumpers were white. The interior plastic remained a creamy white though.

Despite being replaced for the 1977 catalogue, the basic casting would be revamped many times over the coming years to make new models.

Rescue Hovercraft

Production: 1976-81

Catalogue: 1977-81

Box Styles: J

Becoming the second hovercraft in the range (the very popular No 72 SRN 6, a good replica of a real hovercraft, was still going strong). It used the base of its older sibling for the skirts but the rest of the model was totally fictitious.

Painted a metallic lime green, the rear spoiler features a sticker confirming its job, in case you hadn't picked up on the name on the box and the window unit

has a dark amber tint, with chromed accessories on the roof.

Wearing a different "2000" sticker to the rear spoiler and a lighter metallic green colour, Rescue Hovercraft made an additional appearance in the 1979 catalogue with the announcement of the arrival of the K-2005 Command Force set to the Adventure 2000 range. Also included in the set, from the 1-75 series, were similarly painted versions of No 58 Planet Scout and No 68 Cosmobile.

S-2 Jet

Production: 1981-82

Catalogue: 1982

Box Styles: L

One of two new aircraft to appear in the catalogue for 1982, S-2 Jet is obviously a pretty crude replication of the mighty Blackburn Buccaneer and sports totally oversized (for the model) wheels from the larger-scaled Skybusters range.

The most notable feature is the folding wings, just like the real Buccaneer's did for duty on aircraft carriers, and goes quite some way to compensating for those out-of-scale wheels underneath.

Initially painted black and yellow, during the post-Lesney years this would change to a far more realistic metallic light blue and white.



Mercedes-Benz 'Binz' Ambulance

Production: 1970-73
Catalogue: 1970-73
Box Styles: G

This was an original regular wheels casting that eventually received its Superfast upgrade in time for the 1970 catalogue.

A hugely popular model with its lifting tailgate and plastic passenger on a stretcher, this no doubt took part in many carpet-based emergency situations and led to its good run up to and including 1973.

A good replication of the real vehicle, it is finished simply all over in a plain white with red cross stickers embellishing the forward doors on both sides.

Due to its popularity and extreme play value, it is hard to find one of these in mint condition nowadays and this is reflected in its value, particularly if the patient and original box are still present - expect to pay a high price if this is the case.

The Binz ambulance is one of many 1-75 series that had a larger version in the Super Kings range - an obvious choice given the excellent play value - and the larger scale means that the forward doors open too on that one.

Monteverdi Hai

Production: 1973-78
Catalogue: 1974-78
Box Styles: I

In an period when a fair few of the new models were fantasy creations, the arrival of the Monteverdi Hai, a real Swiss supercar, was a breath of fresh air.

Designed by Peter Monteverdi, a German-speaking Swiss racing driver, it was intended to rival the likes of Ferrari and Maserati, but only two were built (although two more were built many years later from spare parts).

The new Superfast was painted a fabulous orange and, despite the box art suggesting otherwise, always had the striped bonnet sticker displaying the number three. The interior was cream throughout the production run and the base was originally black but later versions were left unpainted as cost-cutting measures were introduced later in its life.

Despite its popularity, the model was replaced by a more famous supercar for the 1979 catalogue. But the casting would be revived for a later US-only release and a modified version used for the budget Super GT range a few years further down the line, another post-Lesney era money-making initiative.

Porsche Turbo

Production: 1978-82
Catalogue: 1979-82
Box Styles: L

From one supercar to another, although this one is obviously a lot more well-known and sales would prove that to be a wise move.

The iconic Porsche Turbo, the first car by the mighty German manufacturer to appear in the Matchbox range, was initially released in metallic dark brown with a creamy-lemon interior and was deemed to be an important enough model to feature on the front cover of the 1979 catalogue, officially announcing its arrival.

It features the bulging wheel arches and whale-tail spoiler of the real thing that adorned many a teenager's bedroom wall back in the seventies so it will come as no surprise to learn that this particular casting lasted well beyond the Lesney era, until 1994 in fact, making it one of the best selling Matchbox models of all time.

The colour schemes changed in each catalogue with 1980 seeing a silver body with red interior, 1981 green with deep yellow and, for the last Lesney catalogue, in 1982 it appeared in bright red with racing numbers, stripes and the Porsche emblem on the nose.

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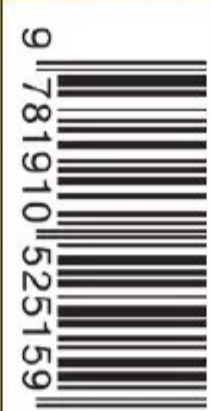
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MATCHBOX SUPERFAST 50TH ANNIVERSARY



Although the
Superfast range was
launched in 1969, it
didn't get a mention
at all...

of the models, reflecting the style of the new boxes. Presumably this was down to the fact that the more models were still in development when the catalogue was created, but I loved it as an impressive 5-year-old – and still do! A fair few models were either not going to be ready for Superfast when it was launched or weren't suitable (and were due to be replaced in the range soon so it didn't make commercial sense to retool). But there were lots of new models alongside the converted ones and only eight that were marked as "Non-Superfast". Quite an achievement!

Onto the 1973 catalogue and the cover was dedicated to the exciting new Scorpions range. These were Superfast-like cars, with Superfast wheels but plastic

bodies and with a rechargeable electric track range and with a few dedicated accessories. The 1-75 range now had real photos – a bit of a shame really! 1971 also saw the introduction of the Super Kings and Speed Kings ranges, borne out of the old King Star series. The gift sets had undergone a facelift too with (mostly) Superfast-scheduled vehicles and exciting new packaging.

From 1972, Lesney added in its other Matchbox toy ranges and these provided a nice distraction but for me it was always the wheeled models that held my interests and created desires.

The 1982/83 catalogue (Lesney had opted for this cross-year approach since the 1979/80 edition) was to be the last Lesney catalogue because, on 11th June 1982, the company sadly went into receivership. There were plenty of new models highlighted as coming soon and these would all go into production, having first been in talks with Fisher Price and Mattel, the receivers eventually struck a deal with a Hong-Kong based company, Universal International, but that's a whole other story. ☺



Look out for these fantastic rare models during 2002!

The range began to quickly evolve with new models replacing older designs – compare this with the 1971 page and of the first nine, four have changed just 12 months later.

Fast forward to 1982 and Lesney's last catalogue before the collapse of the company featured many new models.