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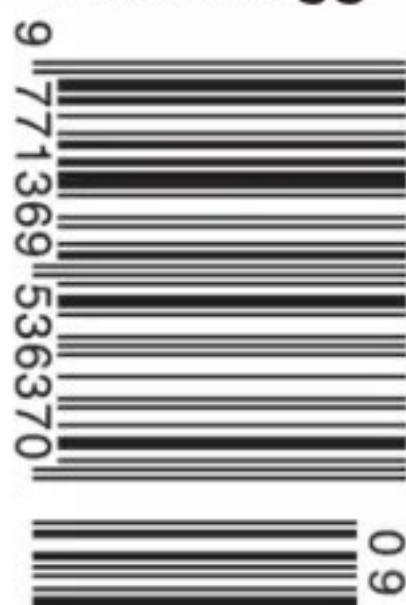
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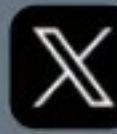


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DIECAST

COLLECTOR

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NEWS

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OUT OF THE SHADOWS

CULT MODELS has announced the new 1/18 scale Rolls-Royce Silver Shadow will be available in the autumn. Three colours will be produced: metallic blue (as seen above), or gold, both with vinyl roof, or, alternatively, an all-silver variant.

The models are expected to retail at around £165 each plus postage and packaging, and can be pre-ordered now from CULT dealer British Heritage Models (www.britishheritagemodels.co.uk) or your preferred retailer. ■

NEW COLOUR VARIANT FOR THE JENSON 541S

MATRIX MODELS have just announced the release of another model of a British car, the 1961 Jensen 541S. This time it will have a rather fetching metallic blue finish.

541S was Jensen Motor's luxury GT version of the Jensen 541. It was powered by an Austin 4 Litre Straight Six engine and was the first British car to be fitted with seat belts as standard. Only 127 cars were built between 1960 and 1962.

Available from August 2024 there is currently no retail price for this stunning 1/43 scale replica, although we do know that it will carry catalogue number X41002-063.

To get your hands on a model, go to www.spacraftmodels.co.uk, or your preferred retailer. ■



LEFT
The new metallic blue Jensen 541S in all its glory!



DTCA AGM JULY 2024

THE DINKY Toy Collectors' Association (DTCA) held their 2024 AGM on the 6 July at the Bull Hotel, Peterborough. Some members stayed overnight and others came on the day. The room had display tables with many interesting Dinky Toys which provided interest for the members.

The proceedings started at 2pm with a welcome by the Chairman, Michael Driver, who then followed with his report on the events since the last AGM in 2023. Following this the committee gave their reports. During the AGM there was a discussion by the members about the future of the DTCA as like many other club's membership had fallen. Work on the website is to continue with updates to improve access.

The club is in its 21st year and a reference was made to the special model of the Articulated Tanker from last year which had been well received as it celebrated the 20th anniversary of the DTCA. It was also stated that it was important for members to promote the DTCA whenever possible and encourage new and younger members to join.

In concluding the proceedings, the committee was re-elected unanimously for the coming year. The Chairman also thanked the members for their attendance.

An important part of the DTCA is its *Journal* which carries articles on Dinky Toys and related topics and which includes Dinky Toys images in full colour. The DTCA website also provides more information and has the Forum on Dinky Toys subjects, some of which appear in the *Journal*.

For more details about the Dinky Toy Collectors' Association or to join, visit www.dtcawebsite.com ■

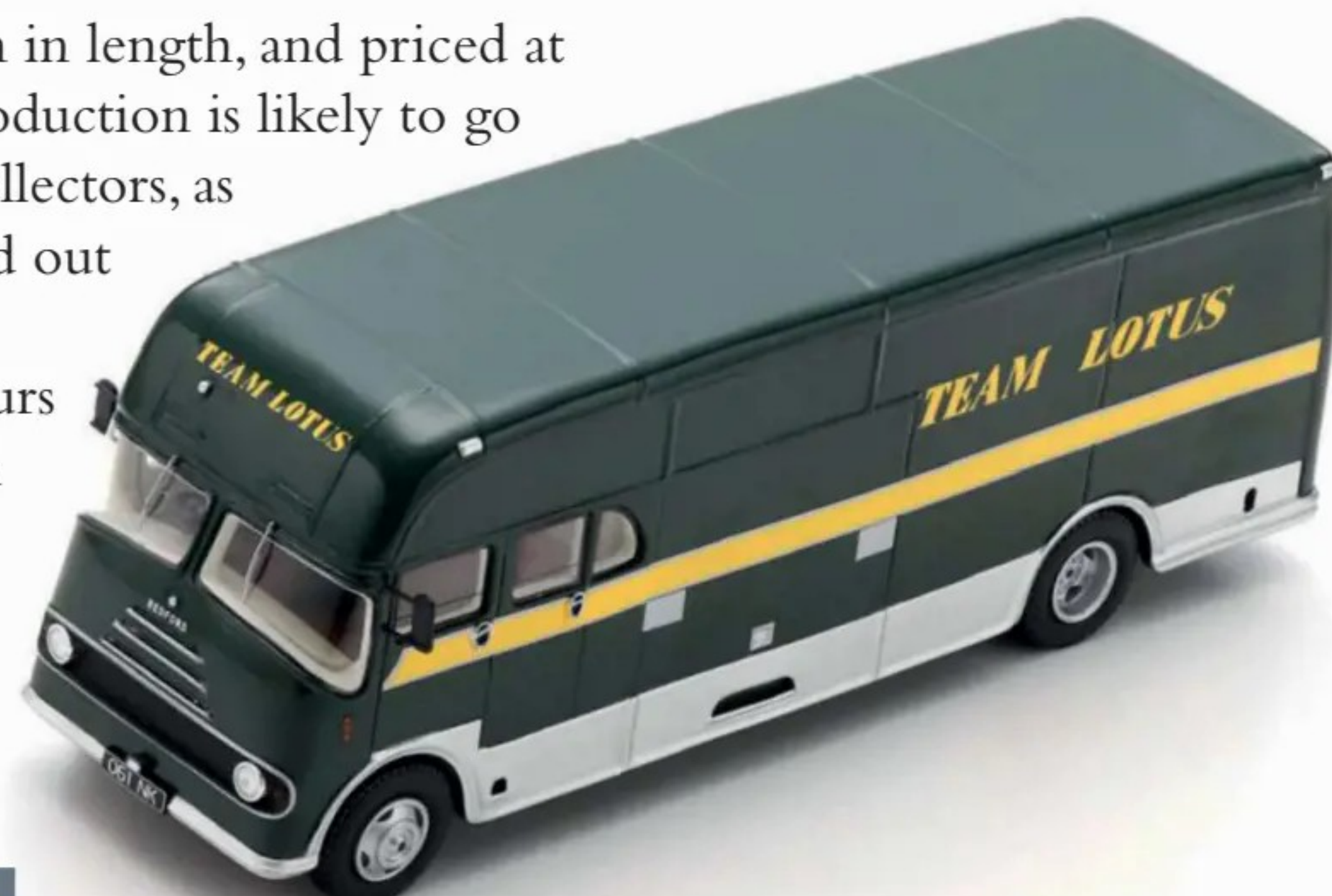


RE-RELEASE OF SPARK BEDFORD TRANSPORTER

SPARK has announced that it will be reproducing its 1/43 replica of the Bedford Race Car Transporter (Ref: SPK6003) which was used by the Team Lotus Formula One team from 1961 to 1963. This vehicle would have transported cars driven by the likes of Jim Clark and Innes Ireland.

Measuring 23cm in length, and priced at £119.99, this reproduction is likely to go down well with collectors, as the first release sold out within days.

To pre-order yours (estimated dispatch is currently October) visit www.diecastlegends.com or your preferred retailer. ■



SEARCH IMPEX ANNOUNCES ACQUISITION BY NEW WALK HOLDINGS

NEW WALK Holdings Limited, a UK based holding company investing in owner managed SMEs, has successfully completed the acquisition of Search Impex Limited.

Search Impex (www.search-impex.co.uk) was founded in 1993 by Jim and Brenda Newsome and is the UK's leading independent specialist supplier of fully customisable, diecast, scale promotional model vehicles. The business

supplies a broad customer base, ranging from major national fleet operators and small family hauliers through to the model truck collectors market.

Nicholas O'Donovan, Director of New Walk Holdings, said "we are delighted to have acquired Search Impex. It's a great business that we had been talking to for some time prior to acquiring. It has a well-earned reputation for supplying high quality products

and delivering outstanding customer service. We are looking forward to building on the solid foundations laid by Jim and Brenda over the last 30 years. We're also very happy that they will both be remaining with the business for the foreseeable future, continuing to share their market knowledge and technical expertise."

Jim Newsome commented "After more than 30 years at the

wheel of Search Impex, Brenda and I made the difficult decision that the time was about right to scale down (pun intended) our involvement in Search Impex. We are delighted that the new ownership will continue to drive the business forward and will continue to support our loyal business customers, collectors and suppliers – most of whom have been with us for many years – and that makes us happy!" ■

THE ONE YOU'VE ALL BEEN WAITING FOR!

IT IS perhaps one of Corgi Model Club's most exciting events since it first launched, and the company is certain that collectors are going to absolutely love the latest heavy diecast metal model which is scheduled to be with us in later this year...

The gloss black version of Corgi 267, the legendary Batmobile, was originally launched by Corgi in 1967 just six months after its matt black counterpart. If you owned a Batmobile back in the 1960s then this gloss black version – complete with its famous fold-out packaging – is likely to be the one you would have owned.

In true Corgi Model Club style, not only do you receive a fantastic facsimile of the original box, complete with fold-out



display and plinth, you also get the all-important envelope with instructions, 12 missiles and a Batman lapel badge!

The model itself is a working replica of the original, with Batman and Robin figures, gold wheels with red bats, a pop-out chain slasher blade, triple rocket launchers (which satisfyingly propel the missiles via the knurled wheel) and a thrusting turbo exhaust flame. All as the 1967 original issue!

You can pre-order yours directly from CMC (www.corgimodelclub.com) now and your payment will ensure you receive the Batmobile when it arrives later this year... It's certainly one that is worth waiting for! ■

MORE FROM MATRIX!

MIKE COUPE, from Spacraft Models, has been in touch to let us know that Matrix has announced two more new models of British Cars in 1/43rd scale.

To add to the excitement each model comes in three different colour variants, so undoubtedly there will be something for everyone!

The 1973-1981 Reliant Robin comes in orange (MX 31702-051), yellow (MX31702-052), and green (MX31702-53).

The 1966-1970 Ford Cortina Lotus MkII will be available in white (MX40603-101), red (MX40603-102) and gold (MX40603-103).

Both models are scheduled for release in September 2024, but the prices are, as yet, known.

You can order yours via Spacraft Models (www.spacraftmodels.co.uk) or from your preferred diecast retailer. ■



NEWS

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SILVERSTONE FESTIVAL

AS I sit and pull these news pages together, it has been a busy few weeks of sport with Wimbledon, the Euro 2024 football finals and the British Grand Prix at Silverstone...and that brings us quite nicely to this year's Silverstone Festival which will take place over the August Bank Holiday weekend (Friday 23-Sunday 25 August).

Besides three full days of on-track action (Friday is Qualifying Day for the programme of 20 races over the following two days) there is plenty for all the family to see and do. Model collectors can hit the shopping village and can also check out all the car clubs for new additions, including thousands of full-size classics on show.

Motorsport enthusiasts may well be glued to the track as there is full access to the two full paddocks on the go all weekend. Displays including a tribute to the late Ayrton Senna and one featuring 10 years of Mercedes-AMG-Petronas Formula One will be on show, along with demonstrations of rallying, drifting, and dragster start-ups. For younger members of the family, there is plenty to see and do, including young driving experiences and racing simulators. The whole family can indulge at the funfair, and hit the artisan food village to enjoy the hundred-and-one foodie experiences and demonstrations available. There will also be stage entertainment every day, each culminating in a top-line evening concert... headlining this year are Sophie Ellis-Bextor, Busted and Olly Murs.

So three very full days (and nights) for everyone, and you'll probably need a couple of days afterwards to recuperate from it all! But those memories will live long after the aches have eased...

More details can be found at www.silverstone.co.uk/events/silverstone-festival. ■



COMPANY UPDATE FROM GREENLIGHT

GREENLIGHT COLLECTIBLES, one of the premier manufacturers of authentic diecast vehicle replicas, has recently given an update on the company and its plans for the future plans.

Released via social media, President Amy Boylan, said: "A lot has been changing in the last 2 months! We have lost a few employees, and we have some new ones. The company is headed in a good direction. Product wise, we are restructuring the current product lines, adding new ones, and giving some a break. We are working on our quality and are adding many high-end new moulds with opening hood, steering, opening parts and we are also working on detailed interior. The big news coming this summer is that we are bringing back the Under The Hood Club, all new castings and paint techniques just for club members. Since I was the founder and designer of the Hot Wheels Redline Club I do know a bit about making the best product for the collectors. Unlike current Hot Wheels, we will make sure we make enough cars for every member. No one walks away without a car they want. And with our current and new designers, there is a lot to be excited about.

"We have some retired Hot Wheel designers joining us for special products. The new products being designed are looking amazing. We will continue to make and expand the realistic, highly detailed cars that you love and collect from GreenLight. We are just expanding our designs and lines. We will be doing limited cars for events and toy shows as well. Everyone will have a chance to get all the cars they want. The membership will be \$25 to join and each month we will offer a limited collectable that is only sold through the club. Keep watching Facebook, Instagram and email for the latest updates!"

More details about the company, and its upcoming model releases can be found at www.greenlighttoys.com. ■

A MINICHAMPS SPECIAL FOR LEWIS HAMILTON

EXCITING NEWS has reached us via Diecast Legends that Minichamps will be offering 1/18 and 1/43 replicas of the Mercedes F1 W15 driven to victory by Lewis Hamilton in this year's British Grand Prix. A version of George Russell's Austrian Grand Prix winner will also be available to pre-order. The German model manufacturer hasn't officially announced these models yet, but we understand that they are going to be confirmed imminently.

Changing weather conditions throughout the British Grand Prix contributed to a spectacular affair with several different leaders, but it was Hamilton who emerged triumphant. It was the 104th Formula One victory of the British driver's career, following a break of some two and a half years since his previous success. Lewis also set a new record of nine victories at a single circuit, breaking the tie of eight that he had previously held with Michael Schumacher.

You can place your pre-order, in the scale of your choice, at www.diecastlegends.com, or from your favourite retailer. ■





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GRAND PRIX WHITE WITH GREEN LIVERY (RHD)



MGT00802-R - 1/64 BMW i7 EDRIVE50
BLACK SAPPHIRE (RHD)



MGT00805-R - 1/64 PORSCHE 911 DAKAR RALLYE
DESIGN WHITE/GENTIAN BLUE METALLIC (RHD)

POP RACE



PR640117 - 1/64 LAMBORGHINI COUNTACH
LPI 800-4 BIANCO SIDERALE



PR640128 - 1/64 PANDEM
CIVIC EG6 V1.5 JACCS



PR640131 - 1/64 SINGER DLS TURBO
TRACK ORANGE

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TCTCWB64002LMW2 - 1/64 PORSCHE 917 KH
24H LE MANS 1971 WINNER NO.22



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What's new...

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

GET READY TO ROAR WITH AO RACING'S FRIENDLY LE MANS DINOSAUR

Porsche's legendary 911 RSR has gone through many iterations since the mid-1970s, with plenty of success on the racetracks around the world. The 2019 version has had plenty of success at the famed Le Mans 24 Hours since its launch, winning the GTE Pro category in 2022 (the final year that class was run). For the 2023 event, an impressive entry saw eight versions of the RSR taking the start in the GTE Am class. Having already run the striking green, TJ Harvey-designed "Rexy" livery on its 911 GT3 R in the US-based IMSA SportsCar Championship, the team decided to apply the fan-favourite look to its World Endurance Championship and Le Mans challenger too.

AO Racing was founded in 2022, a collaboration between software entrepreneur PJ Hyett and successful sportscar driver Gunnar Jeannette. The AO part of the name comes from Autumn Oaks, the name of Hyett's car collection. The pair undertook driving duties too, joined by Matteo Cairoli for the longer Le Mans race

During the race, Rexy qualified well and was running near the front of the class for much of the race, and was in first place for quite some time too, before suffering a minor mechanical woe in the closing stages that dropped it down the order a little. But in terms of the hearts of the fans, Rexy was definitely the real winner!

Spark has so far produced the RSR version of Rexy in the two scales you see here, but coming shortly

SPARK
Porsche 911 RSR-19
AO Racing 2023 Le
Mans 24 Hours #56
"Rexy"

SCALE: 1/43 & 1/64
PRICE: £69.99 (1/43)
& £16.99 (1/64)
REF: S8762 (1/43)
& Y307 (1/64)

www.sparkmodel.com

will be 1/18 and 1/12 scale releases as well. This delightful pair of the smaller-scale models wear the amazing REXY look perfectly – as a resincast in 1/43 and a diecast in 1/64.

The detail on the 1/43 scale resin version is, of course, much greater compared to the 1/64 diecast, but the latter nevertheless features the all-important markings and represents superb value in its own right. Both wear the gorgeous green paintwork very well and that toothy grin features prominently at the front end, of course. REXY has proven to be an absolutely massive hit with fans wherever he races, both in the US and Europe. We think it's safe to say that these models will be every bit as popular as the full-sized version. ■

RIGHT Viewed high above from the rear, the only details missing on the 1/64 scale version are the roof aerials.



ABOVE
It's easy to see why REXY has been such a success with the fans, especially the younger ones. Spark has captured everything about him just right.



ESVAL MODELS
1935 Delage D8-85 Clabot Cabriolet
– open top, dark blue
SCALE: 1/43 PRICE: £90 REF: EMEU43030A

www.esvalmodels.com

One of a quartet of very fine models of the Delage. This version is in dark blue, actually closer to purple, with blue interior and full plated wheel trims.



ESVAL MODELS
1935 Delage D8-85 Clabot Cabriolet
– top-up, dark blue
SCALE: 1/43 PRICE: £90 REF: EMEU43030C

www.esvalmodels.com

Top-up variant of the stylish Delage in blue. Headlight grilles and front bumper being particularly noteworthy. Limited production of just 125.



ESVAL MODELS
1935 Delage D8-85 Clabot Cabriolet
– open top, black
SCALE: 1/43 PRICE: £90 REF: EMEU43030D

www.esvalmodels.com

This version is in a different colour and trim, and with a rear bumper. The interior is in beige, very well-detailed and the car has plain hubcaps to the wheels.



ESVAL MODELS
1935 Delage D8-85 Clabot Cabriolet
– top-up, black
SCALE: 1/43 PRICE: £90 REF: EMEU43030B

www.esvalmodels.com

Again with the rear bumper and the plainer wheels. Great detail and once again, only 125 of these will be made, individually numbered and certificated.



ESVAL MODELS
1958 Packard 58L 2-door Hardtop – red / white
SCALE: 1/43 PRICE: £90 REF: EMUS43009A

www.esvalmodels.com

Great detail inside and out, the interior with its two-tone steering wheel can easily be seen through the large clear windows. A beauty. Only 250 examples.



MATRIX MODELS
1949 Aston Martin DB1 – open-top, metallic blue
SCALE: 1/43 PRICE: £115 REF: MX 40108-122

www.matrixscalemodels.com

Lovely model of the first Aston from the David Brown era, known at the time as the 2 litre sports. Excellent detail inside and out, especially the cream interior.



MATRIX MODELS
1949 Aston Martin DB1 – top-up, black
SCALE: 1/43 PRICE: £115 REF: MX 40108-123

www.matrixscalemodels.com

The top-up version of the DB1 or 2 litre, has the interior in red. The red wheels lift the overall appearance of the model very well. Beautifully detailed, only 100 made.



MATRIX MODELS
1949 Aston Martin DB1 Le Mans – metallic green
SCALE: 1/43 PRICE: £115 REF: MXR 50108-011

www.matrixscalemodels.com

This version of the 2 litre is of the car that finished 11th in the 1949 Le Mans race and is in Aston's light metallic green, with cream interior and black wheels.

NEW HOLLAND IN TIME FOR THE HARVEST

Britains' new combine is the latest in a line of New Holland model combines dating back to 1982. This version of the combine is based on tooling used on the model issued in 2020. Sporting the latest decals it is a well-built model with hinged cab access steps, steerable rear wheels and a folding, two-stage unloading auger. There's no access to the cab interior but now finished in black plastic it has good levels of detailing with seats, steering column, monitor and a window to the grain tank. The grain tank covers are set open and has a white GPS receiver, auger and access ladder detailed. There is also a fixed access ladder to the engine platform where the exhaust and air cleaner are visible. At the rear there are painted tail lights, straw spreader and chaff spreader detailed. There's also a drawbar for attaching a trailer.

The combine has a newly tooled 40ft draper grain table. It has a ground driven, fixed height reel with freely hanging pickup tines. It's also provided with knife detail in silver, black painted draper, freely rotating feed auger, lights and a driveshaft. The all plastic table pushes on to a frame that allows it to be angled on the combine feed elevator. The two feed elevator rams are stiff enough to support the raised table. ■

BRITAINS
New Holland
CR9.90 Combine

PRICE: £89.99
SCALE: 1/32
REF: 43332

www.britainsfarmtoys.co.uk



ABOVE
The detail replicated here is simply lovely.



LATEST FROM UNIVERSAL HOBBIES

Following the launch of its updated Arion 550 tractor on the Claas stand at Agritechnica last November, Universal Hobbies has now issued it fitted with the FL140 front loader.

Individually numbered the model has a production run of 1000, and like the tractor, is only available from Claas and its dealer network.

It's a well-built metal and plastic model with good levels of detailing and many working features. The tractor sports a working front linkage with yellow pto guard, a restyled bonnet with the latest decals and chrome exhaust. It also has new work lights, sidelights and driving mirrors. On the cab roof panel there are two new style warning beacons, an aerial, telematics antenna and GPS receiver. Inside the cab there are two monitors, dark grey floor matting, detailed dark grey armrest and dark grey driver seats. The model keeps Universal Hobbies earlier two-point working rear linkage but has an adjustable length top link instead of the fixed length link on the earlier model. It also has warning boards on the cab C pillars.

Neither the loader nor the combined manure attachment with which it is fitted, detaches but the loader lifts and lowers smoothly on four rams and the attachment tips on two rams. All the rams are piped and the Mach multi-coupling is detailed. ■

UNIVERSAL HOBBIES
Claas Arion 550
St. V Tractor with
FL140 Front Loader

PRICE: £76.79
SCALE: 1/32
REF: 0002662260

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



ABOVE
The detailing continues both inside and outside of the cab - the new style warning beacons are visible here.



AMAZING DIECAST BARGAINS FROM KEITH'S CARS OF DERBY

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OXFORD'S BRAND NEW JCB EXCAVATOR WILL HAVE YOU IN A REAL SPIN

The well-known JCB Co of Uttoxeter, and later Rocester, was founded by Joseph Cyril Bamford in October 1945. He rented a lock-up garage and set about making his first vehicle, a tipping trailer. The trailer's sides and floor were made from air-raid shelter steel sheets. The trailers were a success and the company moved to larger premises two years later and again in 1950, to Rocester. The company adopted the now famous yellow paintwork for its products a year after that – reportedly for on-site safety reasons as they were highly visible.

The company's famous backhoe loader first appeared in 1953 and the well-known logo was first used at this time too. The company was incorporated as J. C. Bamford Excavators Ltd., in 1956. By 1961, it boasted a staff of 300 employees – the same year that the Mark 3 was introduced.

The JCB 7 crawler excavator was the company's first tracked, 360-degree excavator, originally developed and produced in 1965. It was powered by a 6-cylinder Ford 590E engine and offered a power output of 96hp at 2250 rpm. Based on the American Warner & Swasey Hopto design, the hydraulic excavator was a 12-tonne class machine, capable of a maximum dig depth of 16' 9". Manufactured under licence from Warner Swasey, JCB made the undercarriage and excavator assemblies. The cab interior featured quite basic machinery but that was typical of mid-1960s design. Completing another phase of JCB history, it is interesting to know there are some of these 1960s machines still in use around the world.

In diecast model form, the yellow and red excavator looks equally simple, faithfully replicating the original, as used by JCB itself. The interior of the cab is as per the body colour but with black detailing. The pistons and the exhaust pipe are finished in silver and, to round off the model, the

OXFORD DIECAST JCB 7

SCALE: 1/76
PRICE: £27.95
REF: 76JCB7001

www.oxforddiecast.co.uk

JCB 7 logo is printed in black on the rear and also on the bucket arms. Another superb addition to the growing 1/76 scale range of JCB machinery from Oxford Diecast and will be just as popular with diecast collectors as it will be with model railway enthusiasts for 1960s era layouts onwards. ■

RIGHT

Plenty of detail has been picked out on the engine covers.

INSET BELOW RIGHT

The tracks and wheels are definitely worthy of close inspection.

INSET BELOW LEFT

The cab features some interior detail, such as the levers.



BELOW

The simple lines of JCB's iconic excavator have been very nicely captured by Oxford Diecast on this brand-new tooling.





OXFORD DIECAST
Ford Capri Mk3 Diamond White
 SCALE: 1/148 PRICE: £7.45
 REF: NCA003

Meticulously crafted showcasing the iconic design of the classic 1980s sports car. Captures the essence of the beloved fan favourite really well.

www.oxforddiecast.co.uk



OXFORD DIECAST
Ford Cortina Mk5 Cardinal Red
 SCALE: 1/148 PRICE: £7.45
 REF: NFC5001

More iconic styling, which is always impressive at this scale. This popular 1980s family car will make a great addition for collectors and enthusiasts.

www.oxforddiecast.co.uk



CORGI
Rover 3500 SE SD1, Oporto Red
 SCALE: 1/43 PRICE: £35.99
 REF: VA09015

Another quality model with great detail and paint finish. It's a car that represents a part of Great Britain's motoring history, and will look great on your shelf.

www.corgi.co.uk



CORGI
Jaguar XJ6 Series 2, Dark Blue
 SCALE: 1/43 PRICE: £35.99
 REF: VA13906

The rich dark blue finish and detailed interior really captures the elegance and sophistication of this classic luxury sedan. Only one word for it - stunning.

www.corgi.co.uk



CORGI James Bond - Q Glider 'No Time To Die'
 SCALE: 1/43 PRICE: £44.99
 REF: CC03601

A finely detailed replica, capturing the sleek design and spy-tech essence of the original. The wing mechanism is a very clever and unusual addition!

www.corgi.co.uk



CORGI MODEL CLUB
Chrysler Imperial
 SCALE: 1/52 PRICE: £39.99
 REF: 246

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MATRIX MODELS
Jaguar XJR-S
 SCALE: 1/43 PRICE: £118.99
 REF: MX41001-241

Matrix Models delve again into Britain's motoring heritage with his well-appointed XJR-S. Authentically re-created inside and out, the finer detail is nicely captured.

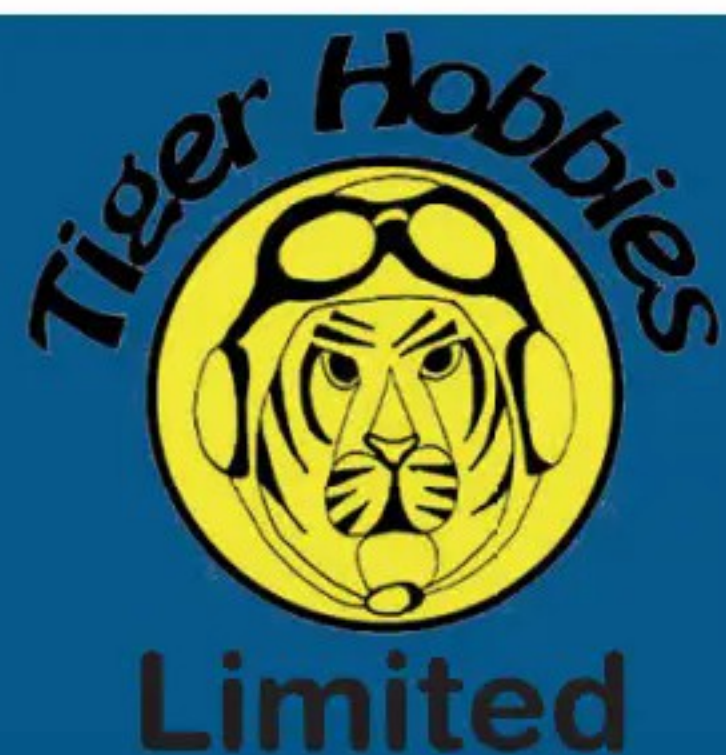
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IXO MODELS
Fiat Ritmo Abarth GP.2 - 'Ready to Race'
 SCALE: 1/43 PRICE: €24.95 REF: CLC568N

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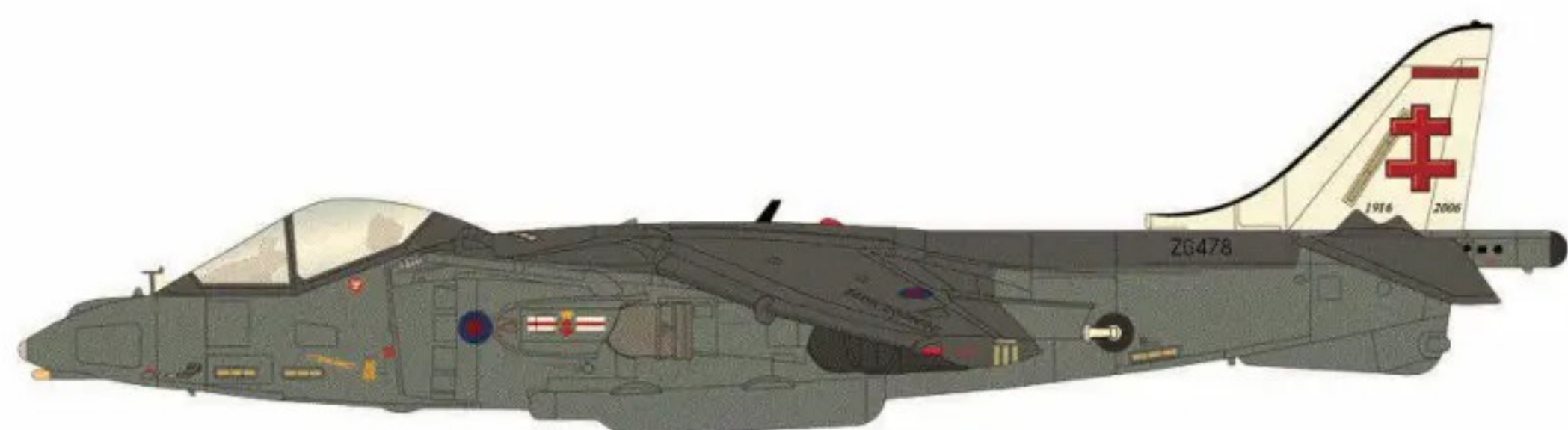
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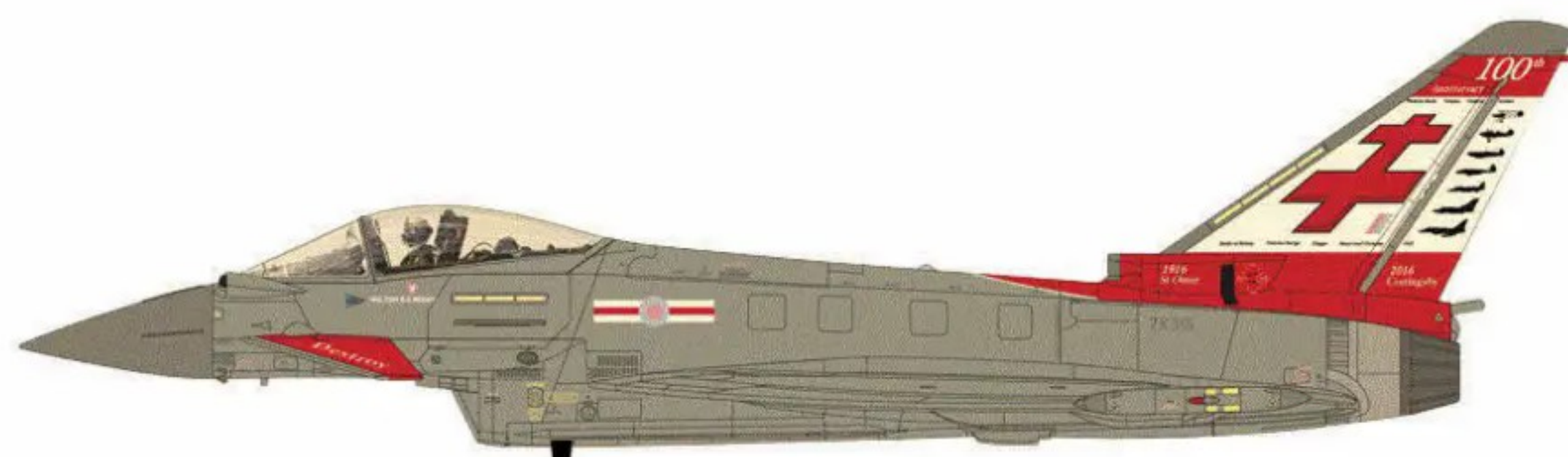
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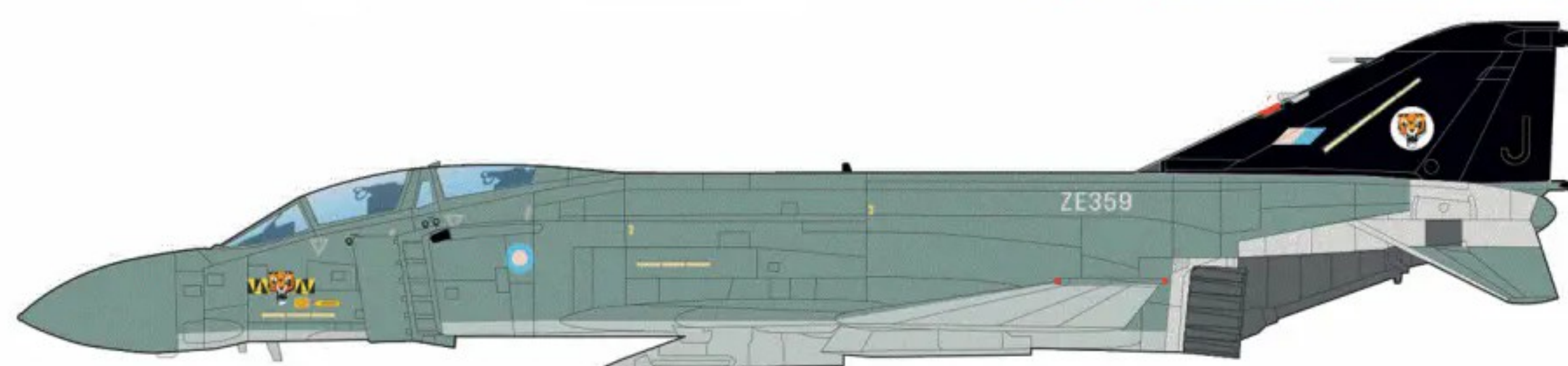
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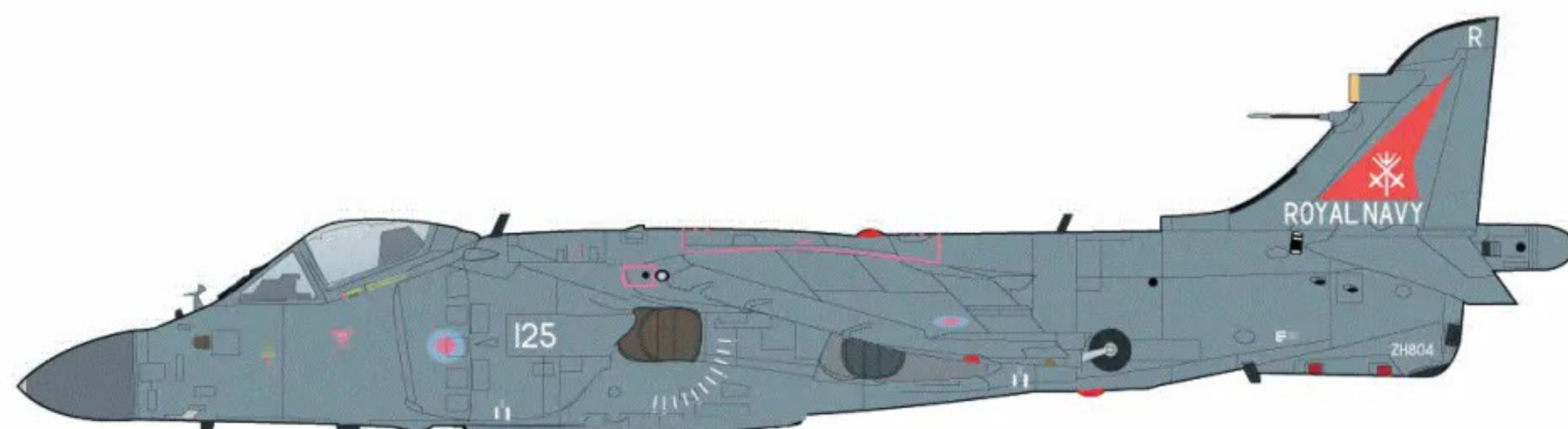
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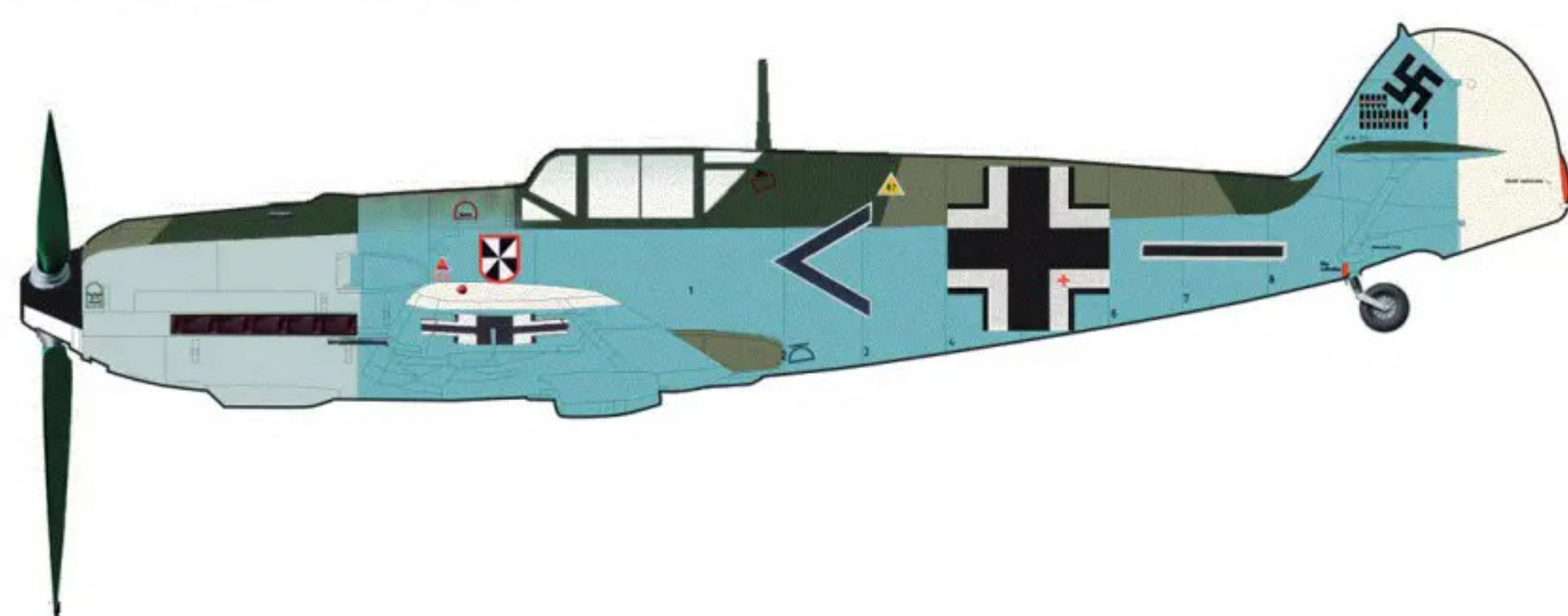
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MAKE IT SO, NUMBER ONE... CORGI RACES TO THE STARS WITH *STAR TREK* RELEASE

Corgi has recently expanded its impressive range of models with the introduction of the CC96611 *Star Trek* – USS Enterprise NCC-1701-D, a highly detailed and collectable piece inspired by the much-loved *Star Trek: The Next Generation* series. This model has quickly garnered attention from both *Star Trek* enthusiasts and diecast collectors for its precision, craftsmanship, and the nostalgic value it brings.

The USS Enterprise NCC-1701-D, commanded by Captain Jean-Luc Picard, is one of the most iconic starships in science fiction history. Corgi's rendition of this famed starship captures the elegance and complexity of the original design, reflecting the dedication and expertise that has gone into crafting this model.

Upon unboxing, the first impression is a good one! The model is meticulously detailed, with accurate proportions and a faithful representation of the ship's unique shape. The saucer section, stardrive section, and nacelles are all sculpted with precision. Corgi has not overlooked any details, from the intricate panelling on the hull to the placement of the windows and the ship's registry markings.

The paintwork on model number CC96611 is very good. The colours are rich and vibrant, closely matching the hues seen in the television series. The Aztec-style pattern on the hull, a crucial element in *Star Trek* model design, is skilfully applied, adding depth and realism to the model. Additionally, the subtle weathering effects give it a slightly worn, battle-hardened appearance,

CORGI
Star Trek - USS
Enterprise
NCC-1701-D (The
Next Generation)

SCALE: Fit the Box
PRICE: £54.99
REF: CC96611

www.corgi.co.uk



ABOVE
USS Enterprise NCC-1701-D
in its presentation box.

further enhancing its authenticity.

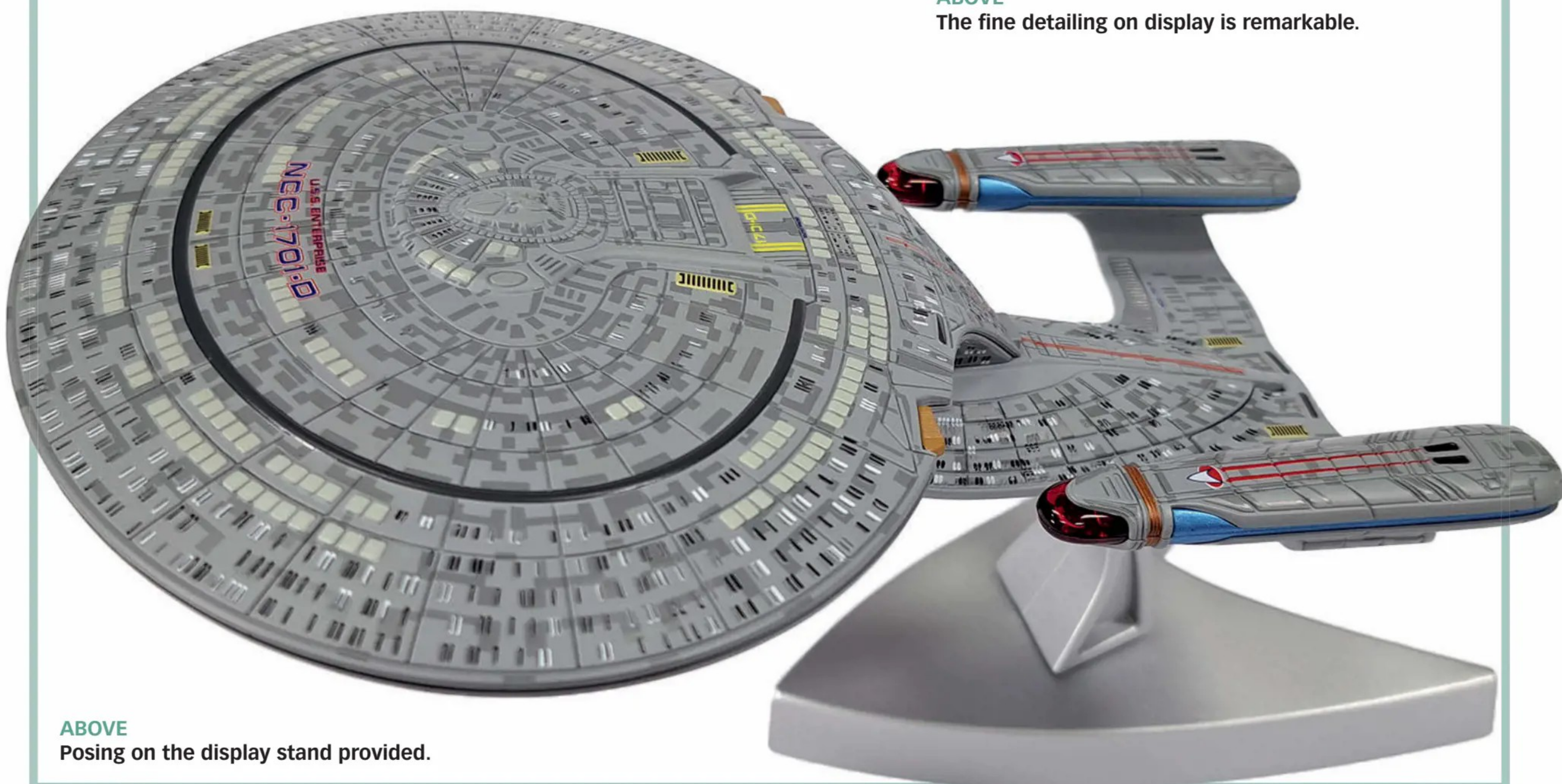
Corgi has also included a display stand that allows collectors to showcase the USS Enterprise-D in flight mode, capturing the dynamic spirit of the starship as it explores the final frontier. The stand is sturdy and designed to hold the model securely, making it an excellent centre piece for any display shelf or desk.

One of the standout features of this model is its attention to the smaller details that fans of the series will appreciate. The lifeboat hatches, phaser strips, and various sensors are all present and accurately represented. Even the tiny deflector dish is crafted with care, showcasing Corgi's commitment to delivering a top-tier product.

However, this replica is not without its minor criticisms. Some collectors might find the size of the model slightly smaller than anticipated, which could be a consideration for those looking for a more imposing piece. Additionally, while the model is primarily made of diecast metal, there are some plastic components that, although well-integrated, might not have the same premium feel as the metal parts. ■



ABOVE
The fine detailing on display is remarkable.



ABOVE
Posing on the display stand provided.

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PRICE: £7.45
SCALE: 1/148
REF: NCAPO03



Ford Cortina Mk5, Cardinal Red
PRICE: £7.45
SCALE: 1/148
REF: NFC5001

1/43 OXFORD EMERGENCY

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AA Highland Patrol
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REF: 43LAN188025

1/76 OXFORD AUTOMOBILE

Land Rover Discovery 3, Vienna Green
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SCALE: 1/76
REF: 76LRD009



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SCALE: 1/76
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JCB 7
PRICE: £27.95
SCALE: 1/76
REF: 76JCB7001

1/76 OXFORD EMERGENCY

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Rescue Service
PRICE: £9.95
SCALE: 1/76 REF: 76CUS009



Austin Maestro AA
PRICE: £8.95
SCALE: 1/76
REF: 76MST006

1/76 OXFORD GIFT

5 Piece Ford Set
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SCALE: 1/76
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1/87 OXFORD AUTOMOBILE

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SCALE: 1/87
REF: 87BCE54004



Cadillac Sedan De Ville 1961, Ebony
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SCALE: 1/87
REF: 87CSD61004



1956 Lincoln Continental MkII,
Dark Red
PRICE: £9.95
SCALE: 1/87
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1965 Ford Mustang Convertible, Prairie
Bronze
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SCALE: 1/87
REF: 87MU65007



Into Autumn...

Six months on from Spielwarenmesse 2024 **Stephen Paul Hardy** pauses to reflect on more of the first half-year's releases and looks forward to those emerging in the third quarter with an ever-watchful eye on changing trends...

ABOVE AND BELOW

A beautiful pair of releases just out from Avenue 43 in 1/43 sealed resin. The final iteration of the 1960/61 Chevrolet Corvair Coupé Speciale design concept reworked in 1962 by Tom Tjaarda for Pininfarina. The green version captures it as shown at the Geneva Motor Show in 1963 and gracing the cover of *Road&Track Magazine*. The red version captures the later rework of the car and as sold at the prestigious Pebble Beach auction in 2022.



It is a curious reality of the life of a magazine contributor that you often feel as if you are on stage delivering something to an audience that you can neither see, nor hear, a reaction from. After something like 45 years (on and off) of penning magazine contributions that lack of immediate audience feedback still hits me and is a stark contrast to my experiences of an intense ten years of delivering a crazy number of conference presentations in the first decade of this century. For these very reasons just to see readership feedback to any of us contributors in the *Diecast Collector* "Dear Editor" pages helps me feel that someone out there reads what we write. And I have to say even if there is no holding back in the words that follow "Dear Editor" I for one find the fact that readers have felt motivated to put pen to paper (or key strokes into an email) heart-warming.

It was put to me recently that the whole matter of 'Youngtimers' (and them fading onto old-timers) isn't just a matter of a twenty or so year 'sliding window' in time but also the influences of the slightly deeper fashion and peer trends linked to generational eras...

YOUR GENERATION

That was explained to me in terms of the different sociological and lifestyle attributes of four generational

categories: The "baby boomers" and Generations X, Y & Z (yes there are some awful pop music references woven in this quarter...it's an old habit from my *Model Collector* days that I can't seem to shake off...).

Now if you, like me, hadn't got a clue what those four are all about then take five minutes out to surf the internet. If you do know then read on...

GENERATION X - READY, STEADY, GO

Now, my guess is that the substantive core of *Diecast Collector* readership are Generation X, or Gen X, (born between the mid-1960s and the early 1980s.) Which explains why so many of the current "youngtimer" releases don't necessarily appeal to us. By the same token, with changes in emphasis on lifestyle interest – and specifically how they relate to and are enthused by automobiles of their era – the Gen Y Millennial' and Gen Z Centennial' generations often relate to a different sort of thematic scale model collecting. And it seems, in general terms, scale preferences.

Now that is deep enough for here but I think totally relevant in context right through even to how discussions ebb and flow in our "Your views" pages.

As for me, well "...I'm (still) in love with Cathy McGowan..." or at least her era which I guess is why I also love so many of the automobiles modelled by AutoCult and the scale they are made in.



BELOW
AutoCult's flair also extends to HGVs as here with a pair of LIAZ 151.26 for Models Navigator of Bratislava and dwarfing another Exclusive the diminutive Tatra 49 for Modelyskladem CZ.

AUTOCULT UPDATE

Following on then from "Into Summer" (June 2024 issue) it was great to see Francisco Mota's in-depth backstory to AutoCult's Lancia Delta S4 Gruppo B Prototipo in "Made to order" last month. I understand also that a more in-depth look at the Masterpiece Edition Ford X 2000 Concept Car - 1958 (#90246) by Andy Saunders will feature in a future issue of *Diecast Collector* (Ed: you are correct, the story will appear next month!).

Despite being frustrated by, amongst other things, ongoing shipping delays on the conflict torn routes from China, AutoCult's hardworking team have continued to deliver a mouth-watering selection of new releases during the second quarter of 2024. Releases not only in its own AutoCult, Avenue 43 and Tractorism ranges but in a wide selection of Exclusive Editions as well.

TRACTORISM

As we are in late Summer and heading into Autumn with its seasonal images of harvesting and then ploughing, I felt that a long overdue mention of the Tractorism range seemed timely. As with its more familiar 1/43 ranges AutoCult produce stunningly detailed sealed resin tractor and agricultural models for sale under its own Tractorism brand as well as Exclusive models for partner clients in the universally preferred scale for such models of 1/32. A browse through both the Tractorism and Exclusive models sections of AutoCult's website is a real eye opener in terms of the wide subject choice modelled - but then that should be no surprise to anyone who has even the briefest knowledge of AutoCult's modus operandi!

So onto latest releases of eclectic subject matter...

AUTOCULT

• Škoda Hispano-Suiza 25/100 PS - 1928 (#01021)

For me Hispano-Suiza is one of those marques that

generates that special tingle factor as one of the all time greats of automotive manufacturing.

First up this month but already unashamedly one of my favourites it captures the Spanish marque's robustly powerful H 6 B as built under licence in Czechoslovakia by Škoda. Around 100 examples are believed to have been made between 1924 and 1929, with the very first having been ordered by the State Chancellery and delivered on 10 May 1926 bearing the registration number "N-1" to be used as President Tomáš Garrigue Masaryk's official car.

• Wanderer W22 "2000 km durch Deutschland" - 1933 (#07032)

AutoCult is building up a very attractive back catalogue of German motorsport models from the inter-war years. This the latest is one of the most attractive to date, modelling as it does Wanderer's specially designed and prepared challenge for the 1933 '2,000 km through Germany' long-distance race. Designed by Erich Lüsebrink and with three chassis handed over to the workshop of "Karosserie Hornig" for completion it was in one of these cars that the then unknown Bernd Rosemeyer was inaugurated into motor sport.

• Renault 4CV Zink - 1953 (#03025)

Shown at the IAA in Frankfurt in 1953 by Swabian Renault dealer Zink this beautiful looking little car based on the Renault 4 CV sadly never saw production. It does however make a very attractive, evocative, model that just exudes 1950s era central European take on what sports coupé styling was all about.

• Škoda 979-II - 1957 (#08021)

Another release to delight collectors interested in the history of automotive design and production in the tightly, state controlled, environment that prevailed in



ABOVE
AutoCult's superb Škoda Hispano-Suiza 25/100 PS - 1928 (#01021) exuding "must have" charm and fabulous detailing.



ABOVE
The equally desirable forthcoming Tatra 80 Landaulet - 1935 ((#90264 open) also made by AutoCult but as an Exclusive for AutoModels. cz of Prague.

BELOW
The historically significant display pairing with their common theme being cars used by Czechoslovakia's President Tomáš Garrigue Masaryk.





ABOVE The inspiring Pinzgauer 6x6 FW Steinen (#90283) model and one of the latest Exclusive models for ARWICO...



LEFT ...and equally superb Swiss army version (#90283).



eastern Europe during the cold war era. A welcome release that adds to the now substantial coverage of Škoda's production history in miniature.

• Renault Projet 600 - 1957 (#06061)

An example of one of the things AutoCult excels at - bringing to life the quirky and off-the wall prototype designs from the past as scale models. Here, again, designers thinking outside of the box at Renault based on the substructure of a standard Dauphine model and 845cc engine in the mid 1950s. And another model for fans of Ghia who did the preparation of the Projet 600' prototype in 1957.

• Ford Transit Mk1 Camper - 1973 (#09020)

Decidedly one for British collectors and a companion to AutoCult's Commer Dormobile Coaster -1972 (#09002) released back in August 2016. So quintessentially 1970's British the Mk.1 Transit - here in the lesser seen long wheel base guise - fitted out by Dormobile as its "Freeway" model

• BMW 326 Stromlinie Wendler - 1936 (#04042)

A great one for BMW collectors and fans of the aerodynamic 'streamliner' era of design that challenged contemporary BMW design and styling hallmarks.

• Ford Ford Ranger II - 1966 (#08022-1 blue, #08022-2 champagne)

Striking and very much ahead of its time Ford's concept study makes a superb companion to the similar dramatic look of the previously released Avenue 43 Pontiac Phantom Concept (#60078). Although releasing models in two colour versions has now become established practice in the Avenue 43 catalogue I believe this is the first time an AutoCult new model has been released in two versions simultaneously.

AVENUE 43

•Mercury D-528 - 1955 (#60122 gold #60123 red)

Now this one is something special in so many ways the best thing I can do is strongly suggest an internet search on the story of the Mercury D-528, the innovative concept car you've never heard of is well worth while - and may well make you want to rush out a grab this model of it.

•Volvo 66 GL Cabrio - 1980 (#60116 blue, #60117 white)

Ones that surprised me and yes they existed ...

• Wartburg 355 - 1969 (#60112 red) (#60113 green)

Interesting in many ways: a prototype with styling idiosyncrasies that buck against those of stereotypical DDR state utilitarian functionality.

• Chevrolet Corvair Coupe Pininfarina (#60110 green, #60111 red)

A pair of releases that set my (Gen X) pulse racing: despite there being so many car models having been released over the past few years I remain surprised (and very frustrated) at the lack of good, modern, 1/43 coverage of the Corvair - notably in Monza coupé and convertible form. Announcement of the release came through as I was drafting this and all I can say is I can't wait to see actual examples...

EXCLUSIVE EDITION MODELS

Arwico (Collectors Edition and Swiss Line Collection ranges)

Latest example of the prolific catalogue of stunning models of Swiss trucks and commercial vehicles made by AutoCult... and coming in August two new releases on another theme that really sets my pulse racing.. see "Wonders from Wendelstein" (February 2023 issue). These AutoCult Pinzgauers are just

ABOVE Era evocative 1950 Škoda 1200 Roadster in matching open and closed versions in front of the 1907 Klement & Laurin FC and (boxed) black version of the 1938 Škoda 1100 Typ 927 Popular. All AutoCult Exclusives for AutoModels.cz of Prague.



ABOVE Forthcoming Masterpiece Edition 1/43 Porsche 754 T7 Versuchswagen (Prototype test car) in white with ghosted previous Irish Green version (top) from 2016 and now difficult to find 1/18 version (bottom) from 2018.

RIGHT Some automotive marques have, historically, been significant purveyors of promotional models. Mercedes-Benz being a perfect example sourcing exclusive models from many sources such as here from AutoCult. As such Industrial clients are very good news for scale model collectors and manufacturers alike.

totally superb...

- Saurer D230 Ochsner (#90259)
- Pinzgauer 712 6x6 FW Steinen (#90283)
- Pinzgauer 712 6x6 (#90284)

AUTOMODELS CZ

There seem to be so many really special Exclusive models out at the moment. From Switzerland we move to the Czech Republic and the latest AutoCult exclusives for AutoModels.cz of Prague. I'm not into Škoda as a rule but I have to admit the pair of pale green 1200 Roadsters really appeal to me as do the forthcoming pair of Tatra 80 models and their coincidental connection back to AutoCult's Škoda Hispano-Suiza 25/100 PS...

- Škoda 1200 Roadster - 1950 (#90260 closed, #90261 open)
- Škoda 1100 Typ 927 Popular -1938 (#90186 beige, #90187 black)
- Klement & Laurin FC - 1907 (#90262)
- Tatra 80 Landaulet' - 1935 (#90263 closed, #90264 open)

Of which only 26 were produced in real life and all to customers orders including that of President Tomáš Garrigue Masaryk.

MASTERPIECE

And a bucketful of releases for Ferrari collectors plus another significant release for Porsche collectors due in September

- Ferrari Dino 206 P Berlinetta Speciale (RHD)

- 1965 (#90266 red)
- Ferrari Dino 206 S Competizione Pininfarina (# 90267 yellow)
- Ferrari 365 P Berlinetta Speciale Tre Posti 1966 (#90286 silver, #90287 red)
- Ferrari Pininfarina "Turin Motor Show 1980" (#90289 silver)
- Porsche 754 T7 Versuchswagen -1959 (#90328 white)

Previously released as a 1/43 Masterpiece Edition in Irish Green in 2016 and in 1/18 in 2018 for Modelcars Wholesale Carmodel s.r.l.

MERCEDES-BENZ

Three for the prolific and ever-expanding range of Mercedes-Benz Dealership models

- "Vision EQXX" - 2022 (#90303 / Mercedes Benz Art.-Nr. B66960840)
- "Vision AMG" - 2022 (#90303 / Mercedes Benz Art.-Nr. B66960841)
- C111 "Vision One-Eleven" - (#90305 Mercedes Benz Art.-Nr. B66960842)

MODELS NAVIGATOR

Moving on to the Slovak Republic and further examples of AutoCult's truck modelling as the latest in a series of regionally themed models for Models Navigator of Bratislava with a pair LIAZ 151.261 (#90297 white, #90298 blue)

And finally back to the Czech Republic and Modelyskladem CZ for a gem of a model in the form of a Tatra 49 (#90301). ■



ABOVE Coming next month an extended "into Autumn" - with a windfall of new releases from France and advance health warning that it will be heavy with treats not only for the Gen X collectors but also for the Gen Y and Z collectors amongst our readership...

BELOW The stunning AutoCult promotional C111 "Vision One-Eleven" C111 "Vision One-Eleven" model for Mercedes Benz.





Racing around Argentina

Alex Winson retells the story of the South American stock car series, and the scale models replicating the famous cars.

ABOVE New TCR Grid.

Image: <https://www.solotc.com.ar/denis-cifre-ultimo-ganador-tc-pista-mouras-historia-referente/>



ABOVE Chevrolet. Image:

ACTC <https://actc.org.ar/modules/actc/views/history.htm>

BELOW Fangio with TC car.

Image: Wikicommons <https://fr.m.wikipedia.org/wiki/Fichier:FangioTC.jpg>



What do you think the oldest auto racing series is? Formula 1? Nope. WRC? Not even close. NASCAR? Nah. For the longest running series going you have to look to South America, to Argentina to be precise, and to the Turismo Carretera championship which has been running (give or take a few gaps) since 1937.

A stock car series, Turismo Carretera was initially held on temporarily closed public roads, on a combination of asphalt and dirt, and kept this format until the 1960s. During the late 1960s and early 1970s the series began to attract the attention of the big car brands that were present in Argentina at the time, specifically Ford, Dodge and Chevrolet. Racers were already using the brands' Falcon, GTX and SS Coupe (Malibu) cars respectively, and the prestige of winning titles drew bigger direct investment. Renault's merger with local automotive giants IKA added another contender in the shape of the legendary Torino model. And since the 1970s the same four brands (and indeed the same four models) have been competing. Yes, you did

read that correctly: the same four models. The GTX, Falcon, Chevy Coupe and the Torino are still battling on, albeit in the form of spaceframe silhouette racers. The series welcomed Toyota in 2022 with the Camry, and in 2024 made perhaps the biggest shift ever with many teams making a switch to "Pony Cars": the Dodge Challenger, Ford Mustang and Chevrolet Camaro arrived along with a restyled Camry contender. And what about the IKA Torino? The fact that the model is no longer produced hasn't caused any issues. The Asociación Corredores de Turismo Carretera (the governing body behind TC) called for designers to submit their visions of what a new Torino race car would look like and picked the most popular design. "The bull" lives on!

The series is massive in its native Argentina and indeed popular across South America. But to the rest of the world it is relatively unknown and there are certainly not many diecast models of TCR cars out there, especially in 1/64 scale. Thanks to a bit of luck here and there though, I managed to secure this group.

A selection of TCR cars from across the ages from some of Argentina's best and most unique diecast and toy manufacturers, starting with Galgo and the Ford Falcon in the livery of Eduardo Marcos.

Industrias Galgo was one of the most important toy manufacturers in Argentina and was most active between the 1970s and 1980s. They produced diecasts in 1/32, 1/43 and 1/64 scale, as well as a



ABOVE No.7 Chevy Mouras. Image: SoloTC <https://www.solotc.com.ar/roberto-mouras-7-oro-chevrolet-tc/>

very popular line of model trucks in 1/90 scale. Despite selling their products in countries across the globe they appear to have all but disappeared after 1985, though a line of 1/32 scale cars was being sold under the “Galgo Max” brand in the 2000s. During the company heyday they made a large selection of racing car models from different series including F1 but for me their best diecast are the TCR replicas. The blue Falcon was my first Galgo and I adore it.

The other Galgo in my collection is a white Chevrolet Chevy SS Coupe finished in a fictional livery adorned with Galgo logos. The hood scoop is missing but I’ve fashioned a replacement from styrene that looks the part, I just need to fit it! Regardless it looks incredible in my opinion, and it has obviously been very well loved. In terms of scale both the Galgo Falcon and the Chevrolet are around 1/55.

Also, in my hoard and produced by Galgo is the green 1/32 scale Dodge GTX of Juan Antonio de Benedictis complete with a Ford F-150 tow truck and trailer.

Another interesting TCR model I have managed



ABOVE Dodge GTX TCR. Image: Wikicommons https://commons.m.wikimedia.org/wiki/File:Dodge_Cherokee_Ernesto_Bessone_II.jpg



LEFT Gradassi Falcon. Image: Solo TC <https://www.solotc.com.ar/turismo-carretera-equipo-oficial-ford/>

BELOW A group photograph of my favourites.





Galgo 1/32 scale Dodge GTX of Juan Antonio de Benedictis, complete with Ford F-150 tow truck and trailer.



Galgo 1/32 scale Dodge GTX of Juan Antonio de Benedictis.

to acquire is yet another Ford Falcon, smaller in scale than it's Galgo counterpart and with no manufacturer listed on the base. The only text on the underside of the car reads "INDUSTRIA ARGENTINA – FORD". Through a very helpful contact of mine in Argentina, I learned that this was one of a series of promotional models made in the early 1990s for the Autódromo de Buenos Aires. It's been well played with and at some point in its life an Argentine child has stuck random stickers on it, but I've simply left them on. I love the play worn look and the obscurity of it.

Last but by no means least is the extraordinary Chevrolet Chevy SS Coupe of an incredible brand called Claseslot.

I discovered it totally by accident on eBay early last year and jumped at the chance to add it to my collection. Claseslot are very much a small operation bordering on a cottage industry, but still capable of producing some very cool miniatures. Based in the Argentine capital Buenos Aires, the company grew from founder Sergio Blanco's hobby crafting models from wood. They produce primarily 1/32 scale TCR replicas utilising thermo-moulded acetate bodies similar to RC car body shells. The company branched into smaller scale with the Claseslot Mini line which looks to me to be around 1/55 scale. The overall finish is less polished than the company's 1/32 line and the construction is quite basic: plastic is the primary material and printed stickers are used throughout; even the interior is a sticker, like Marx Toys of old! But considering these things aren't mass produced, how unique the subjects are and how rare they are outside of their home nation, I'm really chuffed to have it. It's a replica of the car used by legendary driver Agustin Canapino, who now competes in IndyCar for Juncos Hollinger racing. Canapino is a 4-time TCR Champion who still occasionally competes in the series.

A very cool and unique way to end what I hope you've found an interesting and informative article! ■



ABOVE Galgo Ford Falcon of Eduardo Marcos.



ABOVE Galgo Chevrolet SS Coupe, finished in a fictional company livery.



ABOVE A unknown brand Ford Falcon made as a promotional toy for the Circuito de Buenos Aires.

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The race of the century...

Last year, the 24 hours Le Man race celebrated its 100th anniversary. Less than a year after, **Francisco Mota** was able to gather a group of 1/43 scale models of all the leading prototypes that entered that milestone race.

Photos: João Carlos Oliveira

Some of the major teams that have been racing in the WEC (World Endurance Championship) for several seasons, had a clear target for the 2023 milestone 24 hours Le Mans race. It commemorated 100 years since the first edition of the most famous race in the world was held, in 1923. Adding this unique win to any team's trophy cabinet would make them extremely proud. A few years before this particular race, some car manufacturers decided it would be the perfect target for a marketing campaign and started working on new projects dedicated to the 100th Le Mans. Toyota had been involved in the sport for longer than others and was ready to jump into a new set of regulations the organizers had prepared. Others, like Peugeot, had designed a revolutionary prototype to try and gain

an advantage. Cadillac came all the way back from the United States, where they had been racing their prototypes with success in their home series IMSA. They were trying their chances this side of the Atlantic, now that GM's premium brand had a plan to return to Europe with a complete range of new passenger cars. However, the biggest story of all would be the return of Ferrari to the championship, exactly fifty years since the last time they took part in the race with a prototype. Until then, the Scuderia was known for playing in both fields, endurance racing and Formula 1, however, after 1973, the company decided to put all their motorsport effort into Formula 1 and no more Ferrari works prototype were seen at Le Mans. If you like statistics, 2023 was also the 60th year after the first time a mid-engine car won Le Mans, the Ferrari 250P.



HYPER CARS LOOK GREAT

So, there was a lot to commemorate last year and a lot of new scale models to be produced in the following twelve months. Proving, once more, their commitment to the most famous race in the world, Minimax Group decided to roll up their sleeves and get to work with the aim of launching all the models from the top-class cars that raced in the 2023 Le Mans, the new Hyper Cars. And they did it. Weeks before this year's event started, collectors with a weak spot for Le Mans were able to buy all the 2023 Hyper Cars. Irresistible to many of us who have collected Le Mans scale models for ages, last year's cars had the bonus of looking terrific. Long gone are the times when winner prototypes were all about efficiency and not enough about aesthetics. Since 2021, the aerodynamic regulations intentionally put a limit on efficiency, leaving room for the designers to have a word in the final look of every Hyper Car. Prototypes can have a styling connection with street cars from the same brand. That's good for marketing and good for our collector's cabinets too.

The other big story last year was Porsche's return to Le Mans, after a few years absent. The most successful brand in the race history was in search of its 20th win

and nobody would bet against them, even if they had a brand-new car. The centenary edition was also the last appearance for Glickenhaus, the independent team that races a car that reminds of Le Mans winners of the past and is always one of the fan's favorites. There was also a brand from the past that tried its chances in a surprising comeback, although with a considerably lower budget, Vanwall. Another great looking prototype that would add colour to our shelves.

THE REGULATIONS

Not going too much into the detail of the new 2021 technical regulations, there's two different approaches allowed to build a Hyper Car. Either a team designs its own car from scratch, or it can buy a chassis ready made from an authorized supplier. There is also the possibility to use different kinds of engines, from large capacity unblown V8's to smaller hybrid V6 turbochargers, and rear wheel drive or four-wheel drive transmissions. Obviously, there's a so-called BoP (Balance of Performance) that tries to equalize all these different technologies, so the end result are cars with similar performance. This is done attributing, at each car, different minimum weight, maximum

MAIN IMAGE

From left: Porsche 963 #75 did not finish the race, Ferrari 499P #51 was the winner and Glickenhaus SCG 007 #708 finished sixth.



ABOVE Two of the three Cadillac V-Series.R that entered the race. The shape is very distinctive and livery uses three different colours for each car.



ABOVE Peugeot, on the left, showed up with the revolutionary 9X8 but only finished 8th. Toyota GR010 Hybrid finished second overall.



ABOVE A pair of Porsche 963, the golden car was a privateer entered by Jota Team, while car 75 did not end the race.

turbocharger pressure, maximum fuel tank capacity and other parameters. Maybe not the most ‘pure’ way of going racing, but that’s how it’s done these days.

The race itself was dominated by Toyota and Ferrari. Small mistakes by one or the other led to Ferrari taking the title home. A dream race for the Italians and a well-deserved win that Ferrari repeated just a few weeks ago in the 2024 edition. That’s something that will surely keep us entertained in a few months.

There’s no lack of colour in this 2023 Le Mans Hyper Car collection, neither differs in shape. Some teams decided for the obvious choice of using the same livery in both cars, that was not the case with Cadillac. All three V-Series.R prototypes received a different colour for the front end, making the squad look very dynamic. The US prototypes have unique vertical headlamps that look great, and there are numerous details around the body, for instance the

front corner winglets, on top of the main splitter. The roof has an air intake for the engine compartment and there are several aerals and Pitot tubes. Wheel rims have an unexpectedly simple design, quite the opposite to the side pods complex shapes. For this story we have the yellow and the red cars, the third one had a blue front end and was the best classified at the end, in third position.

TOYOTA AND PEUGEOT

Toyota brought the well-proven GR010 Hybrid, that had won Le Mans the two previous years. This time around they finishing second to Ferrari. The car is painted the same livery as all motorsport cars from Toyota until last year, with a mixture of red, black and white applied in a non-symmetrical geometry. The shape features a black “shark nose” and a wraparound windshield, plus a mandatory tail fin on



ABOVE Cadillac and the mandatory opening over each wheel.



ABOVE Exhaust pipes and heat protectors on Cadillac’s engine cover.



ABOVE Rear tail fin on Toyota’s prototype had a specific livery detail.



ABOVE Peugeot 9X8 did without a traditional high rear wing, taking downforce from ground effects.



ABOVE Rear view of Porsche’s rear diffuser and wide rear wing in Jota’s car.



ABOVE Front end features headlamps reminiscent of road cars from the company.



Glickenhaus and Vanwall (right) were two privateer teams who decided to risk the big boys game, with different results at the end.



ABOVE Front suspension modelled with extreme care in Vanwall's replica.



ABOVE Air scoops on the front wings are similar to those used in the 1970s.



ABOVE Swan neck mount for the rear wing to free aerodynamics beneath it.



ABOVE Very small side window on the Oreca 07 not the best way to see out.



ABOVE Glickenhaus rear wing features vertical winglets to had downforce. Vanwall has two tone wheel rims.

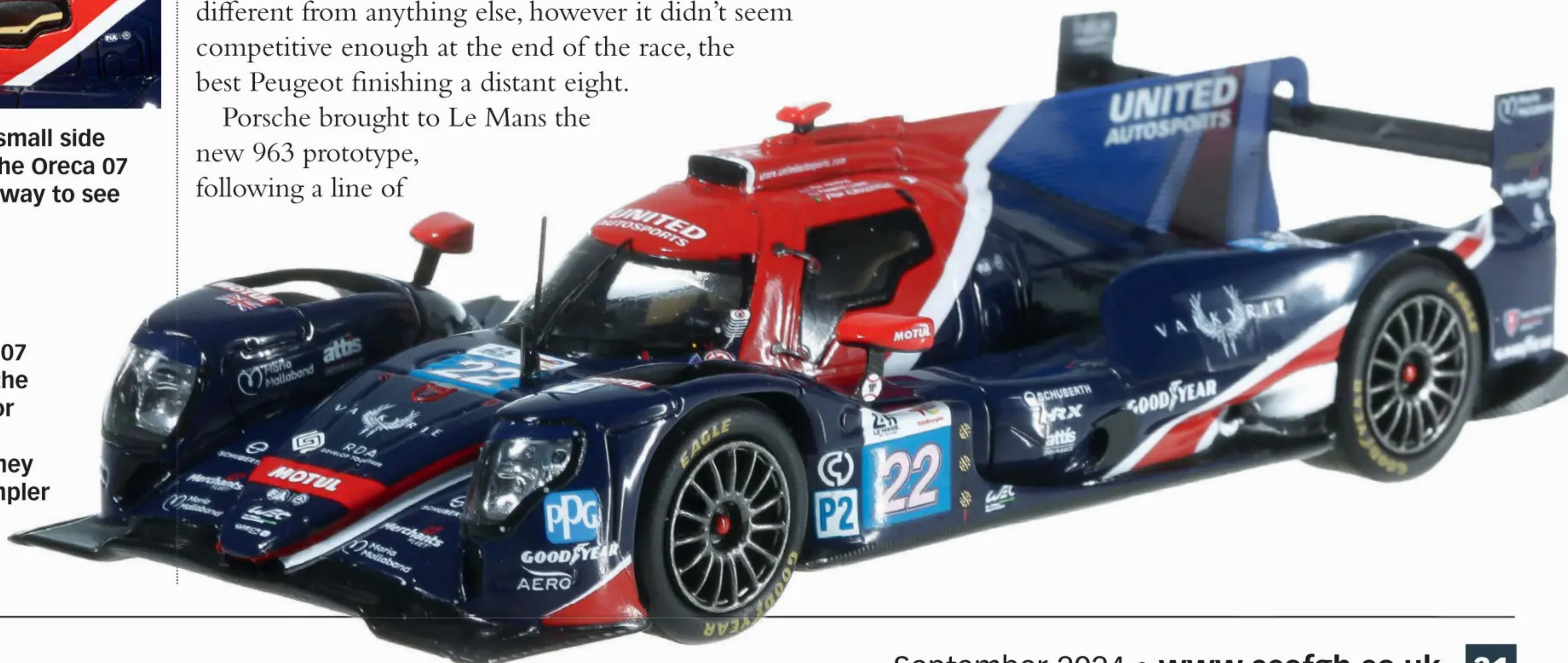
the engine cover. There are details unique to this car, like the shape of the rims and the double headlamps in a rectangular fashion. There's a great separation between the front wheel arches and the main body, for aerodynamic reasons and the rear diffuser has four generous Venturi channels. The rear wing is held from a pair of swan neck mounts. We've photographed the Toyota next to the Peugeot 9X8 Hybrid and the rear view of both clearly shows the innovation in the French prototype: there is no tall rear wing. Peugeot came up with a revolutionary concept, to lower drag, featuring only a pair of small winglets each side of the rear body. The shape is also the one that follows closer some of the styling codes from the company's road cars, like the three vertical tail lights, each side, and the same kind of solution at the front. It really does look different from anything else, however it didn't seem competitive enough at the end of the race, the best Peugeot finishing a distant eight.

Porsche brought to Le Mans the new 963 prototype, following a line of

classic naming that brings back memories. The works team entered a trio of very colourful cars, painted with something similar to a rainbow. There was also a privateer car, ran by the Jota team and painted golden. The car itself features headlamps with four groups of LED lights, reminiscent of some road cars in Porsche's range, but there are no extra winglets at the front. The 963 sits very low and has some nice rounded shapes that gives it something of a classic look. There are interesting aerodynamic pieces on the roof and a very tall tail fin. The rear view is very straightforward, a classic Porsche to all effects. The best 963 finished only 16th.

Apart from the Hyper Cars, there are a second class of prototypes racing at Le Mans in the LMP2 category. Those are less sophisticated racing cars, without any hybrid system and all sharing the same chassis and

RIGHT Oreca 07 Gibson was the default car for second level LMP2 cars. They are much simpler and slower than the Hyper Cars.





LEFT The pair of Ferrari 499P that finished first, number 51 and fifth, number 50 have small livery differences.



ABOVE Rear wing mounts with aerodynamic cut-outs were unique for the 499P.



ABOVE Headlamps were clearly styled, it's not only efficient design.



ABOVE In a way, 499P has a conventional styling, the better for it, as it looks really good.

engine, provided by Oreca. We selected only one of those Oreca 07 Gibson, just to give a point of comparison to the Hyper Cars.

THE WINNERS

The next pair joins two privateer teams racing in Hyper Cars. The pale blue (anyone thinking Gulf?) prototype is the Glickenhaus SCG 007 LMH, the one that was designed with classic Le Mans cars in mind. The front end is clearly inspired in the 1970's famous Porsche 917K, with its tall headlamps and bulbous wheel arches. There are air scoops over the front wheels that take inspiration from 1970's prototypes. However, the SCG 007 also features modern solutions, like vertical fins on the rear wing. The golden painted wheels give it a beautiful final touch. In the end, the team took honorable 6th and 7th places.

The underdog in the centenary Le Mans race was the Vanwall Vandervell 680. Painted British Racing Green with a dayglow green nose, it features a very elegant face and side profile with complex shapes. Wheels are part painted green and the rear diffuser has a shape different from the other Hyper Cars. Front suspension arms can be seen from above, in what is a fine modelling detail. The car did not finish the race.

For the last page, we saved the winner team, Ferrari and the pair of 499P prototypes. While all the other scale models in this article are sold under the Spark brand, the Ferraris are Look Smart editions. All resincasts made by the same company and with the same quality level. It's difficult not to feel something special while looking at this pair, as much as for how they look, as for what they represent. Fifty years after, Ferrari was back to Le Mans and won. The Italians made a beautiful prototype, with a front-end design



ABOVE A bird's eye view shows different colour sun visors and rear wing.

familiar to some of the brand's supercars. There are small fins over the front wheels and others on the cockpit. Compared with the other Hyper Cars, side pods are fairly simple, while the rear wing features original side mounts. The rear view discloses a very wide diffuser and full-size wing. The colour scheme is very simple, with yellow stripes that reminds me of those seen in the 312PB's bodies from 1973. Car #51 won the race after running 342 laps, while car #50 finished in fifth place.

The race of the century will stand as one to remember, however, this year's editions had even more Hyper Cars from famous brands like Lamborghini, BMW, Alpine and Isotta Fraschini. The next few months may well be busy... ■

BELOW How could you not to have both models in the 2023 Race of the Century Le Mans collection?





Renault Boutique Racers

Mike Pigott looks at a set of retro racers sold by the Renault Boutique in Paris.

ABOVE The full set of racers on the grid.

Over the past few years there have been several partworks that have issued recreations of classic diecast vehicles from the past. Currently the most well-known of these is the Corgi Model Club which is releasing reissues of classic Corgi Toys; but previously there have been several series of classic Dinky Toys from Britain and France, as well as Mercury from Italy.

With other partworks which are not based on classic toys, it is possible for the manufacturers of the models to re-use the tooling for their own retail ranges. This has been the case with manufacturers such as Ixo, Norev, Eligor and Starline, which have many models in their lines which originated as partwork models. In the case of reproductions of vintage diecasts, there are less options for re-using the tooling, as the items are based on old toys that may have less appeal to the general public due to the dated styling or simplistic construction.

NERVASPORT

The reproductions of classic Dinky Toys issued by Atlas Editions, in the various Dinky partworks in Britain and France, were all made by French company Norev. Re-releasing these classic models in Dinky packaging would not be possible for Norev, as it does not own the Dinky trademark. The brand was acquired by Mattel when it took over Matchbox in the 1990s. However, Norev was able to reuse one of its castings for a set of retro-style models commissioned by the Renault Boutique in Paris.

One of the classic Dinky Toys reproduced by Norev was a replica of the Renault Nervasport record car from 1934. This was a powerful, streamlined car which set a new land speed record at the Montlhéry race circuit. Dinky produced a very simple casting, consisting of only a one-piece body without a base, plus wheels, axles and tyres. The model was produced in various colours, although the Norev

reproduction was finished in red with a white stripe along the top.

The Renault Boutique is a shop that sells new Renault cars, plus a wide range of Renault models, clothing and merchandise. Located in the prestigious Champs-Élysées, not far from the Arc de Triomphe, the shop also has several classic Renault cars on display. Many of the Renault models sold there are in exclusive colours and packaging, ranging from basic toys through to high quality collectors' models in diecast and resin.

One range exclusive to the shop is a set of four racing cars based on the Dinky reproduction Nervasport. Although the original vehicle was not a racing car, the models have been re-purposed as vintage racers. The four models are produced in assorted colours with different racing numbers. All have the bonnet louvres, manifolds and exhaust pipes picked out in silver, while behind the cabin is a racing number roundel on one side and a Renault logo on the other. The grille aperture is painted black with four inset yellow lamps printed on it.

Car #1 is in French blue, with black wheels and a yellow Renault logo. The second car is red with light grey wheels and a silver insignia behind the cockpit. Car #3 is grass green with grey wheels and a yellow badge. And #4 is yellow with black wheels and a silver logo.

All models are packaged in very Dinky-esque boxes in the familiar yellow shade. The front panel has a drawing of the blue car and a new Renault logo, but there is a colour spot on the pack to indicate which model is enclosed – just like classic Dinky Toys! ■



//

Re-releasing these classic models in Dinky packaging would not be possible for Norev, as it does not own the Dinky trademark.

RIGHT
A blue Renault Nervasport.



A model update

David Lynn updates his 2017 review of 1/43 Mini Clubman miniatures with a round-up of the subsequent releases.

ABOVE Profile comparison for the Richard Longman BTCC 1275 GT racer from Atlas on left and the more awkward Vanguards on right.



ABOVE The Atlas partwork Longman racer on its plinth, with the useful accompanying info sheet.

Several years ago, my previous article (*Diecast Collector*, February 2017) explored every modern Mini Clubman and 1275GT model then available in 1/43, covering ranges from Vanguards (Clubman and 1275GT saloons), Spark (Clubman saloons and estate, 1275GT) and two estates by Kess; these gave a selection of 14 different models, which increased to 18 with two Vanguards A/B twinned liveries, a spiked Vanguards 1275GT lined up for an Atlas Editions partwork series which never happened, and a subtly enhanced Code 3 upgrade by Steve Tibbenham of a Vanguards rally 1275GT which corrected various detail errors.

The intervening years have produced enough new releases to warrant an update; while there has been nothing new from Spark or Kess, Vanguards have added another trio of a Clubman saloon and two 1275GTs, Atlas have issued a, so far, solitary new casting of a 1275GT racer to duplicate an earlier Vanguards livery, and Matrix have thrown their hat into the ring with three Clubman estates, and these are explored here, along with comparisons to their earlier counterparts. Additionally Trax in Australia have launched a family of six models of the Leyland Mini 1275, a locally-built 1275GT with several differences from the British specification; sadly these never arrived on these shores

so are described from online sources.

The first model to explore is the Atlas partworks model of Richard Longman's British Touring Car Championship (BTCC) racer, repeating a Vanguards livery but using a new casting, probably created within the IXO/Altaya group. Putting these twins together enables a side-by-side comparison, and while the Atlas model has some shape issues, it highlights how the Vanguards casting has serious flaws when critically studied, which are unfortunately endemic to all their releases.

The Atlas model was released in late 2016 in the British Touring Car Champions series, and like its Vanguards counterpart has a vivid and intricate racing livery. Many 1970s BTCC champions won by dominating smaller capacity classes rather than through overall victories. Bill McGovern's Sunbeam Imp achieved a Championship hat-trick in 1970-72, followed by Bernard Unett's Hillman/Chrysler Avengers in 1974 and 1976-77, and then Longman's Mini 1275GT in 1978 and 1979. This debuted in 1977 with sponsorship from the Patrick Motors dealer chain and "encouragement" from British Leyland; Corgi's information blurb claims that a new car was built for 1979, but this is contradicted by a 2016 Coys auction description of what was apparently the sole Longman Mini and therefore the champion car in both years.



Equipped with 1293cc and twin carbs producing 116bhp against the standard single carb and 59bhp, it/ they sported wide arches and intricate large alloys.

Longman ran with #60 through both seasons, and the complex model liveries are identical down to the smallest sticker detail, despite Atlas claiming theirs as the 1978 version and Vanguards the 1979; online photos show the Coys car at various events following its re-emergence from storage in 2008 and match almost exactly with the models. The only differences seem to be the omission of a small sticker within the white bonnet Vee and some script in the driver helmet logo on the nearside front wing, both commemorating the 1978 victory so would have been present through 1979.

The Vanguards Longman livery and fittings camouflage the shape flaws, which include very thick screen pillars which are too shallowly angled so lower the roof, squared instead of rounded body edges for the extended Clubman front, and a smooth rear outline without much profile change below the rear window. I've always had an unresolved doubt why the normal Vanguard Mini Mk1 casting - or castings if there are different sets for the ordinary Austin Seven and for the various Cooper versions - does not visually jar to the same extent, despite sharing these characteristics for the pillars and cabin, until eventually a lightbulb moment arrived. The Clubman casting has been reworked to include a bigger rear window - matching a full-size modification introduced with the Mini Mk2 facelift in October 1967 - but while praiseworthy that this change was recognised and executed, it has been clumsily translated with sharp top corners and has broken the profile change below the window into a now smooth curve. Other slight distortions are introduced by the (correct) loss of the vertical line for the Mk1 sliding door windows which because the roof is too low now look too

long in Clubman guise, and some 1275GT issues with competition wheels sit too high at the rear, pitching the model forward into a nose-down stance. None of these are individually conspicuous, but their cumulative effect gives an irritatingly "wrong" look across the whole Vanguards collection, and this Longman issue also has mediocre solid wheels in matt silver which only approximate the intricate alloy format of the real car.

It seems reasonable to expect a new interpretation 2-3 years later to benchmark its predecessor and ensure it is an improvement. However the Atlas model introduces several quirks of its own, including a bulging roof profile with exaggerated overhangs which look slightly mushroom-like, undersized but improved wheels, incorrect sliding door windows and horribly thin rear lights. Part of the problem is no doubt the need to share as much as possible with the normal-front Mini Mk.1 in the same BTCC series representing Alec Poole's Austin Cooper S 970cc 1969 winner, and this bodging is very evident, particularly from the rear. So



ABOVE Another comparison of the Longman pair with Atlas in front.



ABOVE Comparing the overall and roof lengths of the Longman duo, with the more realistically proportioned Atlas on left.



ABOVE Both Atlas BTCC partwork racers, introducing the 1969 winning Cooper S of Alex Cox with the same root casting...

BELOW ...And their head-on views to illustrate the shared DNA



MINI CLUBMAN AND 1275GT UPDATE

The full set of six estates, with yellow and red Matrixs, cream Kess and lime green Spark in back row, and silver Kess and blue Matrix in front.



despite some neat fixtures such as the unusual wing mirror and an exhaust outlet under the driver's door, it's not as convincing as it could have been.

Three newer Vanguards can be added to those described in the original article. VA13506 emerged in mid-2017 with an edition size of 1000 and shows a 1978 Clubman 1100 in Reynard metallic (dark orange) with a tan interior, brown vinyl roof and optional Denovo wheels. YMO 461T survives in pristine unrestored condition with a mileage of only 12,000, and is well known within classic Mini circles. It is a straightforward re-colouring of previous issues, and is the first with a vinyl roof and the permutation of a Clubman with the Denovo run-flat wheels previously seen on some 1275GTs. With three shades of orange-brown, its livery is a distinctive reminder of prevailing tastes in the 1970s.

VA13507 arrived in July 2018 and depicts an Aqua green 1275GT with a complex history. SOH 956H left the Longbridge assembly lines on 9 September 1969 as the sixth 1275GT made and is now the oldest survivor. It was allocated to BL's press office and received the first published 1275GT road test in Autocar's 13 November 1969 issue, before being passed to Leyland Special Tuning (ST) in Abingdon and becoming a demonstrator for their performance kits. It re-appeared in *Autocar's* issue of 7 January 1971 alongside ST-tuned examples of a Clubman 998cc (SOH 886H, another refugee from the initial launch fleet), a Maxi 1500, a Morris 1800 and an MG Midget.

ST then prepared SOH 956H to Group 2 rally specification with a big-valve 1293cc engine and loaned it for a dealer entry driven by Phil Cooper in the 1971 RAC Rally, but it retired with a blown gasket. It was then sold off to another BL dealer, Lathams of Leicester, who entered it in the 1972 RAC Rally, again driven by Phil Cooper and retiring, this time after suspension failure. After a



ABOVE Front view of Vanguards VA13507 1275GT with full set of rally fixtures.



ABOVE VA13507 from rear, with screen wiper and back-facing fog light...

LEFT ...and again, showing twin fuel fillers and roof stickers...

BELOW ...and three-quarters view with sumpguard and main livery detail.



The hard edges of the Vanguards casting stand out in this view of VA13506 1978 Clubman 1100 in Reynard metallic, with 1976 onwards black grille and optional Dunlop Denovo run-flat wheels.



ABOVE ...and with its numbered certificate.



ABOVE ...and from rear, showing the optional vinyl roof to complete its co-ordinated orange/brown scheme.

long career in club rallies, it was restored to 1972 RAC specification as depicted on the model. Despite the bland base colour, the full livery with black bonnet, sponsor stickers and a wealth of added fittings is impressive. These include an interior roll cage, a bullet door mirror, extra front lights, a sump guard, a rear fog light and even a rear wiper, although the Clubman grille and retained front bumper seem incorrect from online photos of the real car. It makes a neat companion for the earlier Vanguards model (VA13501) of the red works 1275GT XJB 308H in 1970 Scottish Rally livery.

VA13508 was announced for Winter 2020-2021 as a normal 1275GT in Black Tulip – a very dark aubergine shade – portraying KNG 581L, a January 1973 car which has recently been fully restored to create one of the best original specification survivors, but it vanished off the schedule until popping up as a surprise release in September 2023 in an edition of 1000. This is another evocative colour scheme which works well on the model.

Trax's Australian family of six resin Leyland Clubman models started in 2020 with a pair of 1978 Mini 1275 LS and was followed in 2022 by a second pair backtracking to the 1973 Clubman GT and in 2023 a unique 1976 Moon art car livery, and in 2024 a third 1973 Clubman GT appeared. Trax models tend to be nicely produced with good detail and reasonably priced in their native land, but buying from the UK attracts high shipping costs and import duties, so these intriguing cousins have remained out of reach, and these comments are derived from online sources and photos.

Clubman-fronted Minis were only produced outside Europe in Australia, New Zealand and South Africa, with the latter two staying fairly close to UK formats alongside normal Mini production. However Australia took a more radical approach, switching entirely to Clubman fronts in 1971 with brief Morris badging before rebranding as Leyland in 1972. Their



1



2



3



4

Trax models are nicely produced with good detail but buying from the UK attracts high shipping costs and import duties, so these intriguing cousins have remained out of reach.

1 Trax TRR92C 1973 Leyland Mini Clubman GT in Gambier Turquoise.

2 TRR92F 1973 Leyland Mini Clubman GT in dark blue front.

3 Trax TRR92D 1973 Leyland Mini Clubman GT Cadiz.

4 Trax TRR92E 1976 Leyland Moon Mini, in dark blue.



ABOVE The gorgeous new trio of 1979-80 Clubman estates from Matrix.

extensive range even included Clubman-fronted vans, and distinctive door modifications which retained external hinges with a unique wind-up window and quarterlight format plus recessed door handles, but always retained the Mk1-style bootlid.

The Clubman GT initially appeared as a Morris in 1971, differing from the UK 1275GT by carrying over the full-spec engine and twin fuel tanks from the previous local build Cooper S and adding Australian format doors and fibreglass wheelarches. The rebranding to Leyland in May 1972 brought a distinctive waist-level black boyracer side stripe which continued across the bonnet, unlike anything used in Britain but also adopted by the South African Clubman GTS, and an extrovert colour range. This incarnation seems only to have lasted a year with about 1000 made, being replaced by the more luxurious but less sporty Mini Clubman S with 1098cc. Trax's initial pair come in lurid colour choices of Cadiz (yellow-orange) and Gambier Turquoise, with the third release being a more subtle dark blue. Online pictures look spectacular, but many details such as the smaller 10" pressed steel wheels, normal seats and black grille with GT badge are familiar from the UK 1275GT.

The Mini 1275 LS was a 1978 run-out edition as Leyland ended Mini production, fairly similar to a late British 1275GT with a mild 55 bhp engine and 12" wheels and sporty plastic covers (no other Australian Mini had 12" wheels apart from some Moke versions), but fitted with knee-height black side stripes, an enlarged 34-litre fuel tank, tombstone front seats and a natty roof aerial. Trax offered Hi Ho Silver and Nugget Gold versions.

Their remaining livery is the one-off 1976 Leyland Moon Mini art car in dark blue with picture graphics, as commissioned by Leyland Australia for a display centrepiece at that year's Melbourne and Sydney motor shows. Sadly despite receiving much attention, this unique creation was repainted and sold off afterwards to an unknown fate. However it seems to have inspired a spectacular model which is definitely on my "I Want One Of Those" shortlist. The livery is fascinating with a rich deep blue base festooned with abstract celestial designs, blue-centred Minilite alloys, a plain black grille without badging and a red/brown interior with tombstone seats.

The final models for this update are a trio of Mini



ABOVE The red Matrix estate from a slightly different angle.



ABOVE AND RIGHT More fine detail of the red Matrix, including its unique grille without central bar.





Clubman estates, released by Matrix through their Mini Mania sub-brand at the end of 2023. This batch brings the estate choice to six, alongside Spark's cheerful early depiction and the Kess pair of final version 1981 Mini 1000 HL estates which dropped the Clubman name. The new batch are all based on real 1979-80 survivors from the last year or so of Clubman-badged production and were traced online to various restoration features and sales ads.

MXMM430171 comes in Vermillion red with gold side stripes, and its JYA 71T plate was issued in June 1979 which is the earliest date of the three. Strangely it is the only one depicted without a central bar to the black grille, so is actually the 1000 HL format from a couple of years later. MXMM430172 comes in Denim Blue metallic, again with gold side stickers, and its TYC 859W plate from October 1980 was the final month of Clubman-badged production before the 1000 HL; it has the correct central grille bar from before the changeover. Apart from colour (Snapdragon Yellow with black side striping) and plate (DVJ 410W from Aug 1980) MXMM430173 is identical.

Individually and collectively, these are excellent renditions with cheerful colours and very accurate detail, such as the roof aerial and longitudinal roof ribbing, very precise wheels, contrasting seat panel trim in the otherwise all-black interiors, rear mudflaps, and as a finishing touch delicate AA badges in the grilles. A couple of trivial niggles are the black instead of chrome finish for the sill and arch trim, which unfortunately can be a bit wobbly, and the black plastic mirrors should be chromed. All have non-standard front wing indicators for some reason.

These are the best Clubman estates among the six,

with the solitary Spark in its vivid Limeflower yellow/green scheme handicapped by too short a rear body and a non-ribbed roof, and the exquisitely detailed Kess pair of final 1000 HLs having shape flaws with oversized headlights, too shallow windscreens and severely undersized windows in the rear doors.

With now two bites at the Clubman cherry on these pages and two dozen models on my kitchen table, some overall thoughts can be crystallised. The real Clubman is a neat and endearing design with a cheerful character, which should be evident when miniaturised. All the models reflect this to various extents, despite some basic flaws; one key attribute is the vibrant colour schemes most of them depict, alongside for the rally/race schemes some very intricate and fully detailed liveries.

For me the Sparks range are the best executed saloons, whether the normal road cars or the competition liveries – they all just look right; as a bonus the rare Japanese special described in the first instalment (KBS048, for Kokusai Boeki Store) as a dressed-up 1275GT course car for the 1996 Monte Mini 25 retro-event is a work of art and must be a candidate for the most complex 1/43 Mini livery ever issued. I've chuntered on about the disappointing Vanguards casting, but this is balanced by a focussed choice of liveries and schemes, capturing a wide range of intriguing cars across a varied colour palette. Sadly I can't offer solid comment on the Trax offerings, beyond that their choices look an imaginative selection with some very desirable colour schemes. Turning to the various estates, this is possibly an even more endearing shape than the saloon, and the Matrix trio are pretty well perfect, and even though the Kess twins and the Spark singleton have jarring hiccups, all six are very nice models. ■

ABOVE My complete collection, omitting duplicate liveries, A/B variants and a Code 3. The seven models forming the focus of this update are at the front, with everything else covered in the original 2017 article.



Corgi's Marham Tornado Trio

After almost four decades of operational service the Panavia Tornado GR.4 was retired from the RAF in March 2019. **Jarrold Cotter** looks at the three Corgi 1/72 scale models of the jets from RAF Marham which were repainted to mark the occasion.

ABOVE The RAF Marham Tornado trio of ZG752, ZG775 and ZD716 caught high in the skies to mark the retirement of the type in March 2019. Image: MoD/Crown Copyright

When the Panavia Tornado GR.4 was retired from RAF service in March 2019, several aircraft were repainted to mark the occasion. Three of them were from RAF Marham and in this article we'll look at those aircraft and the subsequent Corgi models of them. First though, let's have a quick recap of the Tornado story.

TORNADO SERVICE

The Tornado is a variable geometry, two-seat, day or night, all weather strike aircraft which was the backbone of RAF offensive operations for several

decades. All this came to a close with its final return from operations and a series of flypasts over key relevant locations in the UK during mid-February 2019, and the news that it would be retired by the end of that March.

The Tornado was developed and built by Panavia Aircraft GmbH, a tri-national consortium consisting of British Aerospace (previously British Aircraft Corporation), MBB of West Germany and Aeritalia of Italy. The prototype of this variable geometry ('swing wing') aircraft first flew on 14 August 1974 and the type was introduced into RAF service from 1979. A tri-nation training and evaluation unit operating from



ABOVE
Corgi's model of Tornado GR.4
ZG752 captures the lines of the
type in good style.



ABOVE Corgi's model of
IX(B) Squadron Tornado
GR.4 ZG775 with a
skyscape background
makes for a very realistic
photo.

RIGHT The model of
ZD716 also caught with a
skyscape represents the
real 31 Squadron jet nicely.



ABOVE A topside view of
the Corgi model of ZG752
with its wings swept.



ABOVE An underside view
of Corgi's Tornado ZG752
highlighting the wrap-
round camouflage paint
scheme.

RAF Cottesmore, the Tri-National Tornado Training Establishment, maintained a level of international co-operation beyond the production stage.

The first operational Tornado GR.1s were delivered to No.IX(B) Squadron at Honington from January 1982. The Tornado, later upgraded to GR.4 configuration, was capable of delivering a wide range of weapons and could fly automatically at low-level using terrain following radar, and by using its forward-looking infrared systems and pilot's night-vision goggles was a very capable platform for night-time operations.

It was in service with the RAF for nearly 40 years, although a combination of major upgrade programmes and numerous continual enhancements kept the aircraft amongst the forefront of British attack aircraft.

The Tornado was on almost continuous operations since it deployed on Operation Granby in 1990 returning to home bases on 2 March 1991. They deployed on Operation Jural, the southern Iraq No-

fly Zone, in August 1992 and maintained a presence in the Middle East until withdrawn from Iraq on 31 May 2009. There was then a short break before they redeployed to Kandahar in Afghanistan as part of Operation Herrick on 6 July 2009 until their end of mission and return to the UK in November 2014.

The Tornado was also used in Kosovo in 1999 and in March 2011 it flew against targets inside Libya on Operation Ellamy. Flying 3,000 miles from its base at RAF Marham in Norfolk these missions were described as "the longest-range bombing missions conducted by the RAF since the Falklands conflict". The Tornado's deployment on Operation Shader began with the first aircraft arriving in RAF Akrotiri in Cyprus on 12 August 2014, and the first operational sortie was flown over Iraq the following day. After over four years on Operation Shader, on 5 February 2019 the aircraft finally returned home from operations for good. The Tornado had flown 185,603 hours on operations from 1990 until its final mission.

THE RETIREMENT TRIO

RAF Marham was one of the two bases where operational Tornados were stationed and chose three aircraft to be specially repainted. These were ZD716 which was repainted into a commemorative 31 Squadron scheme, ZG752 which was repainted into a wrap-round camouflage scheme and ZG775 which was given a IX(B) Squadron commemorative scheme.

ZD716 retained most of its familiar all-over grey paintwork but was given a black spine and tail. On the spine was written '31 Squadron Tornado 1984 – 2019'.



ABOVE Another splendid picture of RAF Marham's Tornado retirement trio. Image: MoD/Crown Copyright



ABOVE Corgi's Tornado model comes with two bags of accessories, one containing the underwing stores and one containing the optional undercarriage down parts.

On its tail it was given the silhouette of a Tornado and on top of that was the squadron's gold star badge. At the top of its tail were the words 'Panavia Tornado GR'.

ZG752's wrap-round camouflage paintwork marked the earlier period of Tornado operations during the Cold War, when several squadrons operated the type in West Germany as it was then. Interestingly, on this jet's spine were painted the badges of all the RAF units which had flown the Tornado. On the top of its tail were the words 'Tornado GR 1982 – 2019'.

Finally, ZG775's new paint scheme was similar to that of ZD716 except that it wore a large green bat symbol on its tail for IX(B) Squadron's badge and featured the years '1982 – 2019' on its spine.

CORGI'S TORNADO

The Corgi Aviation Archive model of the Tornado is to 1/72 scale. This gives it a length of approximately 9¼ inches, a wingspan of approximately 7 inches (when fully opened) and a height of approximately 3 inches.

The first thing to mention is that the model has a working swing wing mechanism so that the collector can pose it as they wish. The model comes with an array of separately fitted parts including underwing fuel tanks and stores which can be rotated to suit the angle the wings are set at.

The model features a detailed cockpit and crew figures. The canopy is removable and can be positioned either open or closed.

Parts are also supplied to represent the model with wheels down or retracted, giving the collector the full choice of how the aircraft is modelled – either on the ground with canopy open and wings open or as speeding through the air with wings fully swept back



RIGHT A front three-quarters view of the Corgi model of ZG775 with its wings outward swept.



ABOVE
Corgi's Tornado models come supplied with a stand.



ABOVE
The fine print detail of these three Corgi Tornado models even feature readable aircrew names printed on the canopy frame.

BELOW
With a black spine, the model of ZG775 wears a IX(B) Squadron commemorative paint scheme.



ABOVE
On the spine of the model of ZG752 the badges of all the RAF units to fly the Tornado are replicated in very fine print.



LEFT
A close-up of the tail of the model of ZG752. Note the writing 'Tornado GR 1982 - 2019' at the top.

and placed on the supplied stand.

Another moveable part of the model are the tailplanes. These can be rotated up and down to represent the aircraft being put into a climb or descent.

Paintwork on the Tornado is up to Corgi's usual high standard. This is especially so with the fine detailing which includes squadron badges, no step stencils, ejection seat warning symbols, yellow rescue arrow markers and even aircrew names on the canopy frames.

Over the years numerous models of the Tornado have been released, and these were all listed in a column with my previous article on the Corgi Tornado in the May 2019 issue of *Diecast Collector*. However, these three models were added to the range after that article and for the serious collectors the Corgi Aviation Archive reference numbers are AA33619 (ZG752), AA33620 (ZG775) and AA33621 (ZD716).

The models are readily available on the second-hand market. You should be able to pick up a good example for around the £60-£70 mark, though mint models of these three can fetch more. ■



The Austin Metropolitan

Alwyn Brice takes a look at another real life vehicle to see how well it translated into miniature.

ABOVE My convertible was slightly odd in that it was an earlier car but with later doors.



ABOVE Close-up of the distinctive monochrome upholstery.



ABOVE Dashboards were always painted black. The vents are for the fitted radio; and that awkward gear lever takes some mastering...

Without doubt, the 1950s were an exuberant time across the Pond. There, where the power struggle that had absorbed Europe from 1939 to 1945 was comfortably remote, the post-War years saw a quickening of the nation's pulse. In particular, car manufacture benefited, and some of the most flamboyant creations ever to roll on tarmac hail from this era. Fins, lavish chrome, two tone paintwork and boots (or trunks) big enough to swallow the kitchen table were all par for the course.

Over here, the British car industry naturally felt the ripples, and acted accordingly. Ford was arguably the front runner, with cars like the bold new Zephyr, Zodiac, Consul and Classic, although Vauxhall (with the VX4/90, the Cresta and the Victor) also sought to emulate transatlantic fare. Such cars were of more modest proportions, however; after all, US cars were not quite so manoeuvrable when transposed to narrow Blighty roads...

But size wasn't everything, which is why in the early 1950s US carmaker Nash spotted a potential gap in the marketplace for a smaller runaround – a second car or, dare I say it, something for 'er indoors.

The Metropolitan was the net result of its studies but tooling up for the venture came at an awkward time, prompting Nash to outsource production. Over here, Austin and Fisher & Ludlow won the contract to manufacture – the first ever case of an American car being produced outside the United States. Initially labelled a Nash, it later became more familiar as the Austin Metropolitan.

The Metropolitan was an oddball, to put it mildly. Intended primarily as a dollar generator, most cars went States-side but some were retained for the home market. The vehicle was manufactured as a coupe or a soft-top, could seat four and made use of an Austin drivetrain. As a sop (maybe) to the main market, transmission was three speed, mounted on the steering column (more of which anon).

By the end of its production life, around 1962, the car had gained an opening boot and quarterlights, although with the 1500cc engine and ancillaries remaining the same.

A MINI METROPOLITAN

In terms of the miniature, several manufacturers have seen fit to offer this strange hybrid. Part of the



attraction has to be the colourful two-tone paintwork possibilities; early (Nash) cars were monotone whereas the Austins made use of rather more interesting combinations. All colours contrasted with the Frost White lower portion: Berkshire Green (a turquoise) was the classic choice but Mardi Gras Red, Sunburst Yellow and Caribbean Blue were just some other options. And, variety being the key here, I've plumped for the Vitesse range for the purposes of this feature.

Why Vitesse? Well, the company went to town on the colour front (pale blue, yellow, beige, orange, red and even black were available), and grouped together, these schemes look simply stunning. The models are quite weighty and, at first sight, are excellent replicas. However, you really need to have owned the real thing to comment further.

I've had two convertible Mets and the first thing that comes to mind are the doors. On the miniature they don't open (a sensible, and cost-saving decision) but they are precisely modelled. By that, I refer to the real thing: Met doors were symmetrical, the view being that they could be swapped over if necessary. In fact, Nash tried to engineer other, interchangeable elements when designing the Metropolitan but it was the doors that made the final cut. On the Vitesse, they look perfect.

Less perfect, though, is the interior. Whilst the dash is a masterpiece (the radio, speedo and other switches are all quite clear), for some reason the gear lever is absent. The Met made use of a four speed Austin box with fourth blanked off, but it's nowhere to be seen inside. Perhaps it's just as well, for mastering the Met's column change is an art in itself: getting from first to second was always a gamble when I was driving mine. All too often the car would start to coast as I'd missed the slot. You would think that, with just three gears, it would be a doddle. Not a bit of it...

The Metropolitan model from Vitesse is an earlier car (the giveaway being that it has no opening boot – owners had to pull down the rear seat panel to gain access to the space) and the fact that it has no quarterlights. The strikingly patterned upholstery (a decal printed to represent the houndstooth fabric) is commendable save that the 1:1 car would have had the pattern in black on white. Vitesse has largely opted

ABOVE Four of the Vitesse convertibles. Some of the Vitesse colours were incorrect – but they display well enough.



ABOVE The yellow Met was the only car to benefit from the correct black and white houndstooth interior fabric.



ABOVE When detail is all: Vitesse even managed to capture the chrome rims around the rear light clusters.



ABOVE Close-up of the Vitesse interior reveals gauges and buttons and the radio – but strangely, no gear lever.



ABOVE In coupe format, four people could be reasonably well accommodated in a Met.



ABOVE Symmetrical door profile is clear in this image. Well executed chrome script adds to the overall feel of this model.

to use a bodywork colour instead – a huge pity, since this fabric pattern is a defining feature of the real car. But for all that, the interior is well modelled, down to the familiar split bench seat – and there's even printed fabric in the rear.

ON THE OUTSIDE

Externally, the models mostly look the part. On the coupe, a minor niggle concerns the lack of two vertical strips on the rear glass (not hard to have added, one feels, although from what I have seen, not all Met coupes had them); and someone appears to have stolen the coupe's sunvisors (for these are faithfully modelled on the convertible). Incidentally, this latter boasts a realistically sculpted tonneau cover, which is a definite plus. Vitesse went to the trouble of executing a hollowed-out exhaust pipe for the rear (good) and added a radio aerial (bad, for this latter in scale terms is far too thick). Whilst it's pleasing to note the stylised M on the car's hubcaps, each of these ought to be in red – but at least the M is there. An aberration, though, concerns the distinctive Metropolitan chromed script; for reasons best known to Vitesse, this is reproduced on both front wings whereas, in reality, it was only ever attached to the wing opposite the driver's side.

Whitewall tyres adorn the Vitesse creation; along with the left hand steering wheel, they suggest that a US car was used as a model for the range. It's interesting to record that whitewalls would have been an option back in the day, whereas the radio and cigar lighter (different times!) set the scene in the 1950s in terms of luxury items.

Ultimately, it's hard not to like the Vitesse rendering, for all its niggling faults; given the cost of these models when new, they were terrific value in my book. Today, in the UK at least, the real cars are seldom encountered, as fewer than 100 are reckoned to be about; but drive one, and you'll certainly attract attention! ■



Ford Fiesta Mk1

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

I suppose one of the most frequently asked questions by those ‘outside’ the hobby must be “what makes us collect?” There could potentially be as many different answers as there are collectors. However, one of the most popular answers must have to be memories; memories of a time long ago, when life was simpler, slower. Or when you had to wind your own windows up and down, or pull over to extend your radio aerial to get any kind of reception. Memories of loading Dad’s old Rover or Ford up and heading off for a fortnight by the coast. There are so many possibilities for triggering off memories, but perhaps none more so than our first car. The freedom it gave made it such a treasured possession. No wonder then, at classic car events, you hear similar conversations time and time again; and they usually start with “I remember when I had one of those...”

The original, Mk 1, Ford Fiesta was launched to the general public in September 1976 across Europe, although in the UK we had to wait until February 1977 for it to be available. The Fiesta was to be Ford’s answer to the rising popularity of small front wheel drive hatchbacks. Project ‘Bobcat’ had a vast array of engine and trim level combinations ensuring they had a sales success. By the time it was replaced in 1983 by the restyled Mk2 version, Ford had sold over 2 million Fiestas worldwide. Although I only owned my Mk1 Fiesta for 6 months, the fascination and interest has stayed with me. The Fiesta, primarily in its original

Mk1 guise, has formed the basis for my current collecting.

My own interest in the Mk1 Fiesta began, rather curiously, four years before I could actually drive. I read a series of magazine articles about the French Dinky range and included in the final part of the series were brief details about a light metallic blue Fiesta (No.1541), made in Spain by Auto-Pilen, but also sold as a Dinky. This was the first toy version of the original Fiesta I had seen and knew I had to find one.

Modelled to approximately 1/43 scale, the Pilen/Dinky version captures the rather angular shape of the Fiesta really well. It is a crisp, clean casting that also boasts opening doors. Both Pilen and Dinky were produced in the same colour, the only one offered on the Dinky version. Pilen released their Fiesta in several other liveries. The light metallic blue colour used is reminiscent of ‘Cosmos Blue’ used by Ford during most of the Mk1 Fiesta’s production and is not only evenly applied but also not too thick so shows off the casting’s crispness. At the front, the cast-in bumpers, grille (complete with Ford badge) and headlights are picked out in silver and at the back the bumper is also silver with the taillights picked out in red. Both really lift the appearance of the model. The Ford oval, albeit blank, and Fiesta badge (in the correct typeface are both cast neatly into the boot lid and whilst the ‘Fiesta’ lettering is oversized, it appears to use the correct typeface. A cream interior

ABOVE From back to front: Dinky/Pilen 1/43, Mira and Pilen smaller scale offerings all capture the basic shape and proportions of the angular Mk1 Fiesta well.



ABOVE The front of the Dinky/Pilen has headlights, grille (complete with Ford badge) and bumpers picked out in silver.



ABOVE The entire front of the Mira is part of the metal base but does have a Ford badge and perpendicular lines on the headlights and indicators.



RIGHT Without the distraction of the smaller Pilen's rally stickers, the Mira (right) and larger Dinky/Pilen show what a good job both manufactures made of the crisp, slightly angular lines of the original Fiesta.

FAR RIGHT Pilen (left) and Mira (right) both made to approximately 1/64. While they are decently proportioned, the wheels on the Mira appear just a little too small.



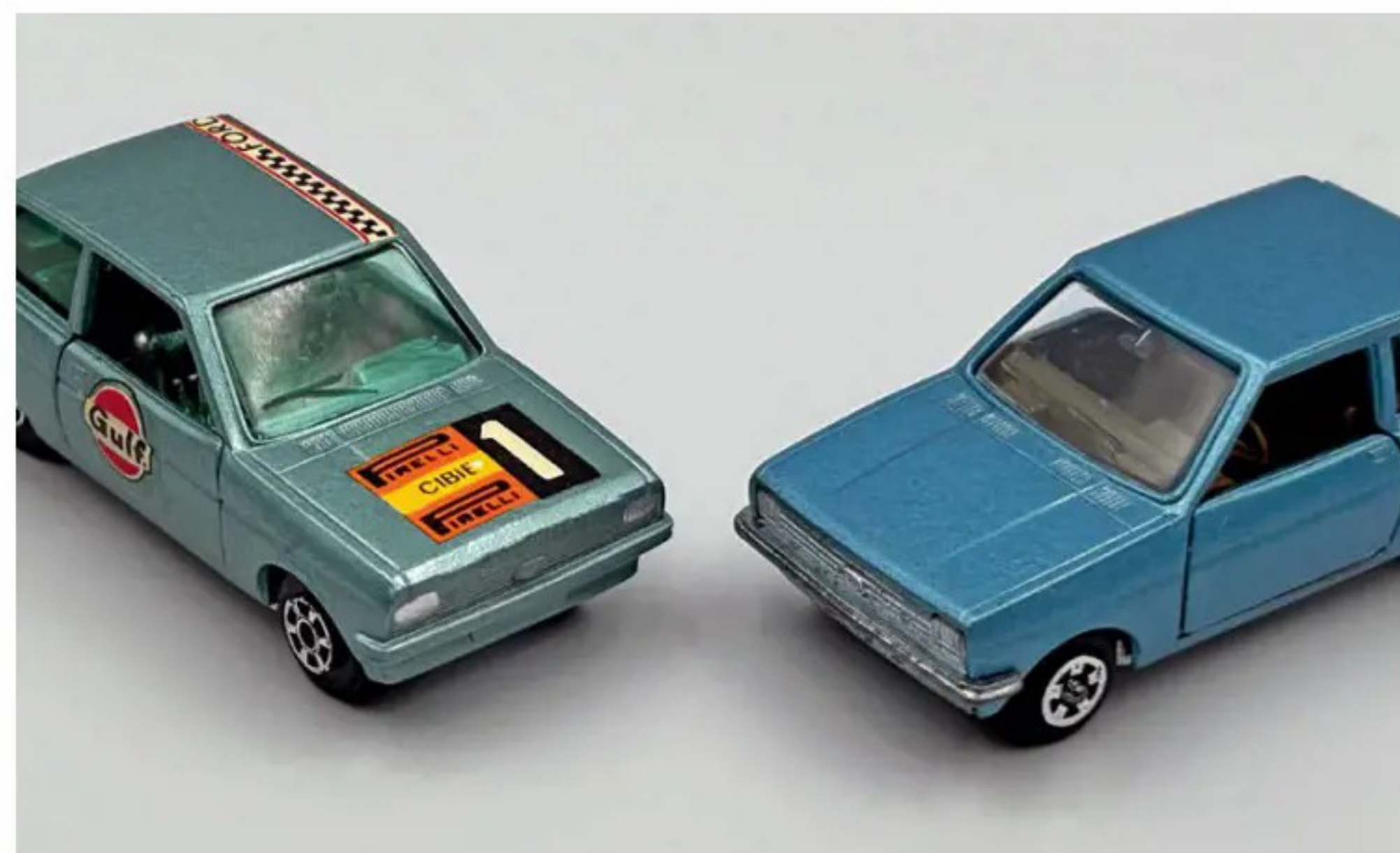
ABOVE The rear of the Mira showing the neat, if slightly oversize, Fiesta and Ford badges.



ABOVE The rear of the larger Dinky/Pilen complete with Ford and Fiesta badges, red painted rear lights and mask sprayed bumper in silver.



When viewed from the rear the similarities and differences become apparent.



has seats of roughly the correct pattern and a crude representation of the dashboard design. Apart from manufacturer names on the bases the main difference between the both Dinky and Pilen versions concern the boxes. The Dinky version came in the traditional style Dinky card box whereas the Pilen version used a hard clear plastic 'showcase' – typical of many Spanish diecasts of this period.

Paired with my first Mk1 Fiesta are two smaller, Spanish examples. I shall begin with the smaller Pilen model. On first appearance, it looks like a scaled down version of Pilen's 1/43 scale offering, which is no bad thing. My example is numbered M-815 and labelled as Ford Fiesta Rallye; I am including it here as, despite the stickers, it is otherwise very similar. It is finished in a slightly lighter shade of metallic blue and being a 'Rallye' version, also has some quite neat stickers that are well applied and have aged well. Apart from opening doors to add some play value, the body is a single piece casting. The bumpers and lights are all part of the body casting, with only the headlights picked out in silver. There is the name 'Fiesta' once again cast in oversize capital letters on the boot lid as well as a blank oval shape. Its only curious feature is the interior; instead of the more usual separate plastic item, the interior is cast into the base of the car, meaning it is silver and the dashboard is part of the body casting. Pilen offered this small-scale Fiesta in a number of liveries. As well as my 'Rallye', they released a deep metallic red version and

a police version, as well as one in the same shade of metallic blue as the larger example.

My second small scale Fiesta is made by Mira. When placed side by side with the Pilen, it is a little longer, a tiny bit wider and a little taller than Pilen's casting. It also sits on wheels that look a little small. Despite their differences in size, both look well proportioned, although for me the Pilen seems to get it spot-on. Numbered 2145, my first Mira is also finished in metallic blue. Once again this is a crisp casting with some fine details; most notably perhaps is the 'Ford' badge and 'Fiesta' lettering on the tailgate. As the metal base also forms the front bumper, grille (complete with tiny Ford badge), headlights and rear bumper on this example they are finished in a shiny silver. Two later examples I own show not only is the tooling becoming tired, but the metal base has been replaced with black plastic, making the front view look slightly odd. Both Pilen and Mira toys came in a plastic style presentation cases, screwed to the yellow plastic base part; a far cry from the Matchbox 1-75 and Corgi Juniors cardboard window boxes that we were more used to in the UK.

For me, these make a most charming and attractive set, and not just because they model my first car. The colour, the proportions and the level of cast in detail each has makes them a most delightful trio. If only I could track down a small plain metallic blue Pilen one. ■



New Horizons

Don Townsend takes us out of this world, with his UFO-inspired diecast miniatures...

Do you believe in UFOs? I wouldn't want this to get out, but I do. I often speculate about visitors from far off planets and my wife gives me numerous reasons why alien visitors are unlikely. Habitable planets are too far away for aliens to make the journey etc. We have to agree to differ...

You are wondering what this has to do with a feature in *Diecast Collector* magazine? Well, my ramblings are really leading to my fairly recent collecting craze. I guess 'craze' is a bit strong, but fellow collectors will know exactly where I am coming from.

For many years, I have collected vintage Dinky vehicles. I have the obligatory Foden trucks and racing cars, plus a good collection of Dinky army vehicles. A couple of years ago, I noticed that the 1970s series *UFO* was on television. For Sci-Fi aficionados, the series ran for 26 episodes and was based on the premise that alien invaders were attempting to take over planet earth. Sound familiar? Well, of course, it was right up my street! I can almost remember the series when it first came out. It was produced by Gerry and Sylvia Andersen of *Thunderbirds* and *Captain Scarlet* fame. Unlike those two shows, the actors were real people. Clever models were used in conjunction with the human actors.

Being a Dinky collector, I had actually seen one or two *UFO* diecast models at a vintage collectors meet. I have to say that they didn't really fit in with my other Dinky models. I did say to my wife, who, as already mentioned, is sceptical about aliens, that I

rather liked the *UFO* models. My wife didn't really say much, other than a slightly raised eyebrow, which is normally reserved for suggesting that my choice of a new item of clothing is not suitable.

One Christmas, I opened a present from my wife and could not believe it when a bright green *UFO* Interceptor appeared out of the packaging. Naturally I did a few circuits of the living room with this wonderful model. Then for my birthday, my wife got me the Shado 2 mobile. This was followed by a Spectrum Pursuit Vehicle from *Captain Scarlet*. You



LEFT Where it all began, the 1970 No.351 Dinky UFO Interceptor.



ABOVE The 1968 No.104 Captain Scarlet Pursuit Vehicle.

RIGHT Don's collection, proudly in display.



ABOVE No.103 Captain Scarlet Spectrum Patrol car, from 1968.

RIGHT Dinky No.353 Shado 2 Mobile.



see, *UFO* was just the start. I was well and truly on the collecting pathway labelled "TV series spin-offs".

Collectors will know that it is often fatal to get hooked on a new area of collecting, because it just has to be pursued. I purchased a wall display case and somehow fitted it into our collector's room...also known as the spare bedroom.

THE MODELS

At the time of writing this feature, I have the following gems on display.

- No.351 Dinky UFO Interceptor 1970
- No.353 Dinky UFO Shado 2 Mobile 1970
- No.103 Captain Scarlet Spectrum Patrol car 1968
- No.104 Captain Scarlet Pursuit Vehicle 1968
- No.105 Captain Scarlet Maximum Security Vehicle 1968.

Like all collectors I am hooked. If I get any other TV spin-off models I might have to squeeze them into my display cabinet. In the meantime, I am keeping an eye out for any strange objects in the night sky, and of course any presents from my wife. ■



BELOW Dinky No.105 Captain Scarlet Maximum Security Vehicle 1968.



Corgi TV & Film

After the highs of the 1960, 70s and 80s, in the final part of this series **Paul Lumsdon** guides you through the various TV and film models released by Corgi throughout the 1990s.



The popularity of James Bond's Aston Martin DB5, The Batmobile and Chitty Chitty Bang Bang during the 1960s are the stuff of legend and have also helped to drive the collector market that we all enjoy today.

There can also be no doubt that in the modern era of specialist collectable diecast models, TV and film related models have a more populist appeal and help to bring diecast to a broader, younger mass audience. This was never more so than in the 1990s when the adult collector market was growing to its peak. Let's take a look at some of Corgi's fabulous TV and film related models from that period...

SOME MOTHER'S DO 'AVE 'EM MORRIS MINOR SALOON (NO.96758)

In one episode of the classic 1970s comedy, the hapless Frank Spencer is given the use of a Morris Minor Saloon for his job on a chicken farm. He decides to take wife Betty for a picnic by the coast and true to form Frank ends up driving the car to the cliff edge where it dangles perilously, hundreds of feet above the English Channel. Michael Crawford (Frank) and Michelle Dotrice (Betty) both performed their own stunts during this daring but hilarious scene which was watched by 15 million viewers. The Morris Minor achieved its own celebrity status and

ABOVE LEFT Chitty Chitty Bang Bang with Caractacus Potts behind the wheel.

ABOVE RIGHT Inspector Morse's Jaguar Mk1.



ABOVE Corgi No.98751 25th Anniversary Chitty Chitty Bang Bang.

was released by Corgi in 1/43 scale in 1995.

CHITTY CHITTY BANG BANG (NO.C98751/05301)

First under Mattel ownership and later as the independent Corgi Classics, TV and film related models were constantly featured and it is rather neat that the decade started and ended with very different releases of one of the most famous cars of all – Chitty Chitty Bang Bang.

In 1991 to celebrate the 25th anniversary of the film, Corgi produced a superb, limited edition version of the car (C98751) moulded from the original 1968 (266) tooling. It incorporated all the original features including the four figures, pop-out red and yellow wings and clip-on front and rear stabiliser wings. The model was presented in a beautiful sealed blue box, on a wooden plinth and had a numbered certificate.

The 1998 release (05301) was billed again as a 'Corgi Original' but sadly suffered from being an expensive model to produce. So much so that this release only featured one figure, Caractacus Potts, the pop-out wings were single colour red only, whilst the front and rear stabiliser wings were left out altogether. It was presented in a colourful window display box. This 'economy' version was all to hit a margin at a certain price point. Corgi may have been



independent again but the financial backers were constantly scrutinising the profitability!

SPENDER FORD SIERRA (NO.96012)

Jimmy Nail played gritty Geordie detective Freddie Spender in this Newcastle upon Tyne based cop show from the early 90s. Spender's car in the series was a Ford Sierra Sapphire Cosworth provided by the Ford Motor Company. When the first car provided was stolen from the set and later found burnt out, a new vehicle was provided and it then had to be allocated its own security guard for the third and final series. Corgi's model was an existing toy tool with opening front doors and bonnet. It was produced in 1995 in 1/43 scale.

THE PROFESSIONALS FORD CAPRI (NO.57401)

Aired between 1997 and 1983, *The Professionals* was an all-action drama about a fictional British law enforcement department, CI5. Bodie and Doyle (Martin Shaw and Lewis Collins) under the control of Cowley (Gordon Jackson) became a huge hit, as did the cars they used. Foremost amongst these was the Ford Capri 3.0S MkIII. Initially Bodie drove a silver version but in later series Doyle also had a gold Capri. Corgi's 1/36 scale model produced in 1999, was in silver and was another 'Corgi original' using the 342 tooling from 1980. Bodie and Doyle figures were also included but sadly not a Cowley figure.

STARSKY AND HUTCH FORD TORINO (NO.57402)

Running from 1975 to 1979, *Starsky and Hutch* were two street-wise southern California cops who bust criminals with the help of their red-and-white Ford Torino and a police snitch called Huggy Bear. The Ford Torino, nicknamed 'The Striped Tomato' became as big as the central characters of the show. Corgi's 1999 1/36 scale model was billed as a 'Corgi Original', meaning it was produced from the original 1970s tooling. It also featured two nicely sculpted Starsky and Hutch figures.

MOVING STORY BEDFORD PANTECHNICON (NO.18302)

Moving Story was a comedy drama that aired over two series between 1994 and 1995. It followed the adventures of a team of removal workers. The Corgi 1/50 scale Bedford Pantechnicon released in 1995 was only loosely based on the vehicle used in the series, which wasn't actually a Bedford at all. Still the series quickly disappeared without trace so is anyone really that bothered? I suspect not.

INSPECTOR MORSE JAGUAR MKII (NO.01803)

First broadcast in 1987, *Inspector Morse* (title character played by John Thaw) was a rather grumpy but highly intelligent CID officer with the Oxford Police Force. The show was almost as famous for the stunning location scenery around Oxford and for Morse's famous Mk II Jaguar, as it was for the plots. Corgi's 1/43 scale model was launched in 1998.

LOVEJOY MORRIS MINOR CONVERTIBLE (NO.96757)

Lovejoy, a comedy drama about a roguish East Anglian antiques dealer (played by Ian MacShane), ran from 1986 to 1994. During the second series Lovejoy borrowed a car from his love interest, Lady Jane Felsham, and 'Miriam' a Morris Minor Convertible became his trusty transport thereafter. Corgi's model was produced in 1995 from the existing 1/43 scale tooling, even though the real car used in the series was actually a saloon that had been converted to a convertible.

ONLY FOOLS AND HORSES RELIANT VAN (NO.05201)

Probably the most famous Reliant Regal Supervan III there has

LEFT
57401 Ford Capri which featured in *The Professionals*.



ABOVE No.18302. Moving Story Bedford Pantechnicon

//

When the first car provided was stolen from the set and later found burnt out, a new vehicle was provided and it then had to be allocated its own security guard for the third and final series.

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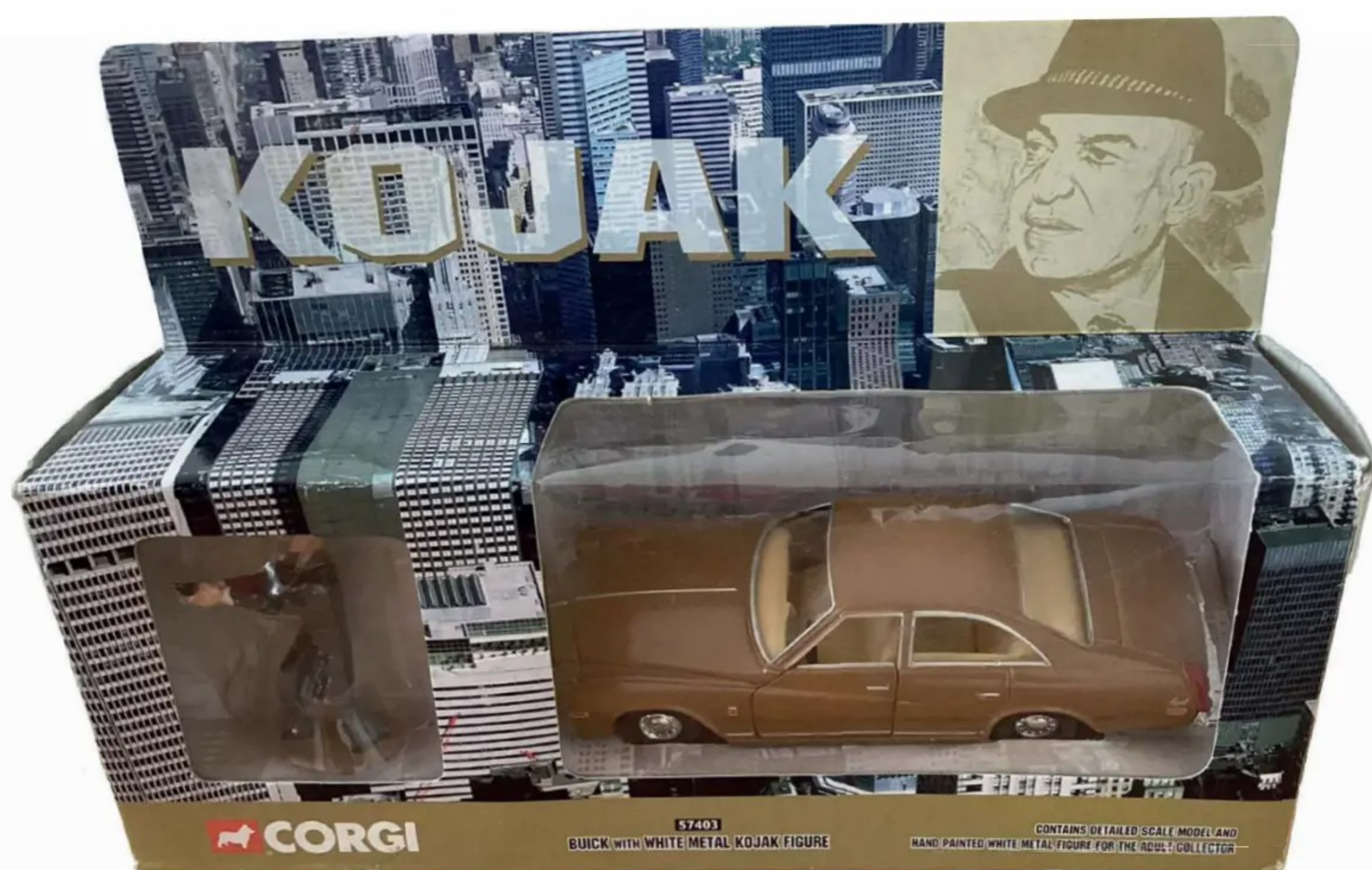
Lovejoy's Morris Minor Convertible, model number 96757.





ABOVE No.01704 Dakтари Land Rover, complete with animal figures.

BELOW Kojak Buick Regal No.57403.



ever been, Corgi rushed this 1/36 scale model out for 1999 having been beaten to market by Lledo with a 1/43 scale version. The larger Corgi model featured opening front doors and rear door, plus an opening suitcase for Del-Boy's swag! Ironically shortly after this model was released Corgi acquired Lledo and its tooling, so they inherited their version of the Reliant as well.

JAMES BOND TOMORROW NEVER DIES ASTON MARTIN DB5 (NO.04302)

The iconic Aston Martin DB5 first appeared with agent 007 in 1964's *Goldfinger* and went on to make further appearances in *Thunderball*, *Golden Eye*, *Tomorrow Never Dies*, *Casino Royale*, *Skyfall* and *Spectre*. This Corgi model was released in 1998 to mark the DB5's appearance in *Tomorrow Never Dies* and is based on the original 1/32 scale (271) tooling from 1978. It has the original working features of ejector seat, flip-up bullet proof shield and pop-out guns on the front bumper.

KOJAK BUICK REGAL (NO.57403)

Kojak was a 1970s US cop show featuring Telly Savalas as the tough, New York cop, Theo Kojak. In



BELOW
No.04302
James Bond's
Aston Martin
DB5 from the
film *Tomorrow
Never Dies*.

the early episodes Kojak smoked but in an effort to give up he took to sucking lollipops. These became his trademark, along with the phrase "*Who loves ya baby?*" and his trust bronze Buick Regal. Corgis 1/36 scale model from 1999 is another 'Corgi Original' using the original tooling.

THE ITALIAN JOB MINI SET (NO.05506)

Who can forget this classic comic caper from 1969? Charlie (Michael Caine) and a bunch of hardened crooks try to steal a consignment of gold from the streets of Turin. The getaway cars are three Mini Coopers in red, white and blue. It is probably fair to say that the Minis made the film and the film made the Mini Cooper! The 3-car set from Corgi featured the 1/36 scale Mini with additional bonnet mounted spot lights and was first released in 1998.



BELOW
No.05506 The Italian
Job Mini Set.



THE AVENGERS BENTLEY (NO.00101)

Airing from 1961 to 1969, *The Avengers* was a slightly 'off-the-wall' Spi-Fi series. It starred the suave John Steed (Patrick McNee) alongside a succession of attractive and assertive female assistants. Steed drove a number of Bentleys throughout the series. Corgi's 1/43 scale model from 1998 was a remake of the original model from the 1966 Avengers Gift Set (GS40) but in green and with a standing Steed figure.

DAKTARI LAND ROVER (NO.01704)

The popular 1960s series *Daktari* followed the adventures of vet Dr Marsh Tracey looking after sick animals in Africa. This Corgi model is based on the 1/43 scale Series 2 Land Rover tool and is a replica of the vehicle originally issued as Gift Set 7 (GS7) in 1967. It appeared in 1998 with Judy the chimp and Clarence the boss-eyed lion figures.

MR BEAN MINI (NO.04419)

Rowan Atkinson's brilliant *Mr Bean* followed the adventures of a grown man with the mind of a



ABOVE No.57402 *Starsky and Hutch* Ford Torino

child. His hilarious exploits ran as a TV series from 1990 to 1995 and there have been two subsequent films. Bean's 1976 Mini has starred throughout and was nicely reproduced in 1998 by Corgi in 1/36 scale. The standard Mini tool was even modified to feature the bolt and padlock locking system on the driver's door.

SOLDIER SOLDIER BEDFORD DROPSIDE LORRY (NO.18901)

Soldier Soldier was a hugely popular Army drama that aired between 1991 and 1997. It made household names of Robson Green and Jerome Flynn, the two lead actors, who also developed a singing career as an offshoot of the show. The 1/50 scale Corgi Bedford High Dropside truck released in 1997, was typical of those used in the British Army at the time and the set was completed with the addition of two hand painted uniformed figures. ■



ABOVE Front and side views of the *Soldier Soldier* Bedford Dropside (18901)



ABOVE The upper body is painted metal, while the lower body is self-coloured plastic - the colour match is excellent. Trapped between the two is a chrome part which provides the front and rear bumpers, grille, and the side strips.



ABOVE Brand new for 2022 - the Kurtis Sport Car, model 28 of 102. Models are now displayed against a white background panel.



ABOVE The rear of the model has an amazing level of tampon-printed detail, even if much of it is hidden by the massive rear bumper. The number plate reads KURTIS, and even includes the state of registration, California. The ends of the exhaust pipes are part of the chrome bumper.

A rare sight

Paul Brent Adams looks at a modern Matchbox casting...

The Matchbox 2022 range began appearing in the shops in late 2021 - among the first wave of new releases being this 1949 Kurtis Sport Car. Designed by Frank Kurtis, and made by Kurtis Kraft of California, who are best-known for their racing cars, it had a very short production life, ranging from 1949 to 1950.

An aluminium-bodied, two-seater convertible, it used many Ford components, including a V-8 engine. Even so, it was an expensive car to produce, and only a handful were made. In addition to factory-built vehicles, it was also offered as a kit-car, with only a few surviving today. Despite the low production numbers, the car seems to have made a considerable impact, and influenced several later designs. That explains why such a seemingly obscure vehicle as the Kurtis has made it in to the Matchbox line-up.

Over the last few years Matchbox has gone back to its roots, producing well-detailed models of real vehicles, after several years of making weird fantasy vehicles. Along with modern cars and trucks, there is a strong emphasis on older vehicles, from the 1930s to the 1970s - great for me, as I prefer these older vehicles. They are also among the best of the modern castings.

The 2022 Matchbox range contains 102 models, the Kurtis being number 28/102, although the models are never released in numerical order. This is a beautiful model of the car. Sleek and well rounded, with a massive chrome grille, just typical of its era. Only the upper body is metal, painted red in this case. The base and lower body are red plastic, which is an excellent colour match for the painted upper body.

Trapped in between is a chromed part, that provides

the front bumper and grille, wide side strips, rear bumper, and floor. With the top down, the brown plastic interior is clearly visible. The steering wheel is part of the interior moulding, and is a solid disc, but it does have the correct three spokes. The clear windscreen has a slightly smoked tint, while the base includes underside detail.

Also present are the model name '1949 Kurtis Sport Car', the Matchbox and Mattel names, model number MB1294, 'Made in Thailand,' and the usual tiny Thai elephant. The copyright date is 2021. Due to the rear wheels being enclosed, these have a slightly narrower track than the front wheels, but this is not really obvious.

Tampo printing provides the chrome strip across the front of the bonnet, carrying the KURTIS name; the headlights, boot strip (which also includes the KURTIS name), rear lights and rear number plate - which again reads KURTIS, with California in even smaller lettering. The standard of tampo printing is outstanding, with everything being clear and readable. Overall length is 69mm. Given that the length of the real Kurtis was 169 inches, that makes the model 1/62 scale.

The model comes inside a plastic bubble, glued to a mainly orange backing card, with a white panel behind the model itself. The artwork shows the car in what could be a museum or car showroom, rather than out on the open road. Copyright date on the back of the card is again 2021.

The Kurtis is a welcome, and unexpected, addition to the range of 1940s and 1950s cars from Matchbox, and makes an interesting comparison to such British cars as the slightly later Aston Martin DBR1 or Jaguar XK140. Doubtless, we shall be seeing the Kurtis in other colour schemes in the future. ■

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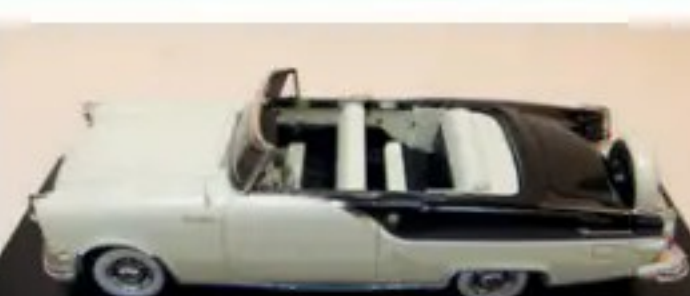
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Corgi through the years

Rick Wilson continues his series of year-by-year articles from the beginning of the brand in 1956. We continue the series with models released during the second half of 1975.

**1975
PART 2**

Continuing on from the releases for the first half of 1975, as detailed in the August issue, there was still plenty yet to come before the end of the year. Featuring another 1/18 scale racing car, and more of the 900 series military releases, there was plenty to appeal to all.

The second half of the year kicked off with a very summery feel, in the shape of Gift Set 24 Mercedes-Benz 240D and Touring Caravan. The car was a new variant of No.285 Mercedes-Benz 240D that had been released in March. Now painted a darker metallic blue, it was paired with a brand-new caravan, which would be released on its own as No.490 early the following year. Produced in white with a blue stripe on the sides to match the car, it also featured a slide-out red/white canopy and a hinged opening door. The set last until 1979, and for its last year, the colours changed to bronze/cream for the Merc and bronze, dark tan and cream for the caravan.

Also released in July was another of the superb 900-series military range. No.907 Sdkfz Rocket Launcher was a dark grey, 6-missile semi-track unit

with a trailer, which carried a supply of red plastic shells. No.401 Volkswagen 1300 Motor School Car was essentially a reissue of No.400, released in April 1974, but now with a set of bollards to navigate.

August saw another summery gift set released as part of a bumper month – GS28 Mazda B1600 with Trailer and Dinghy featured a recoloured No.493 Mazda B1600 pick-up, now painted orange with side graphics, pulling an orange trailer with a red and yellow plastic dinghy. No.804 Noddy's Car was a reworking of the popular, but controversial original No.801, but this time with just our main hero driving solo.

A new helicopter also landed during August, in the shape of No.921 Hughes 369 Police Helicopter. At 1/48 scale, it represents an excellent likeness of the real thing and came initially in white, appearing with either black, red or blue plastic blades, which rotated courtesy of a plastic thumbwheel above the fuselage. It also appeared in GS18 Emergency Services Gift Set, launched at the same time. This featured No.402 Police Cortina, with sign and cone accessories, and No.482 Range Rover Ambulance alongside the new helicopter. No.314 Fiat X1/9 was another new 1/36 scale release.

ABOVE
No.191 Texaco Marlboro McLaren and No.308 Hesketh F1. Image: Rick Wilson



ABOVE
No.1155 Skyscraper Tower Crane. Image: Vectis



ABOVE
No 314 Fiat X1/9 Image: Rick Wilson



ABOVE
No.804 Noddy's Car Image: Vectis

A wonderful replication of this popular Italian sportscar, it was released in silver, metallic green or metallic blue, all with a black roof panel. Finally, the impressive No.1155 Skyscraper Tower Crane featured a tracked base with a rotating body mounted on top. The long yellow booms folded for transportation and carried a red sling with building blocks when extended. Not a real vehicle, this model was made in Hong Kong.

Moving into September, the second (and sadly last) of Corgi's superb large-scale Formula 1 racers arrived in the shape of No.191 Texaco Marlboro McLaren F1 Racing Car. Replicating Emerson Fittipaldi's 1974 championship-winning M23, this car featured removable wheels too, but only a brief initial production run had a driver figure. There was also another new construction vehicle – No.1101 Warner & Swasey 4418 Hydraulic Crane. Yellow and black, the American design had plenty of features, including a rotating cab and an extending boom which could be raised and lowered as desired too.

Finally, for September, No.923 Sikorsky Skycrane US Army Helicopter was cast as a good likeness of the real aircraft, but was at a much smaller scale than the rest of the range at 1/145 scale. The plastic cargo pod, slung under the body, was moulded in plastic and can be released and reattached. The pod features an opening door and the blades rotate courtesy of a notched wheel to the rear of the fuselage. A second version was released the following month in civilian emergency livery as No.922 Sikorsky Skycrane Casualty Helicopter, with a red body and white pod.

As well as the second Sikorsky, October served up another gift set – GS17 Military Gift Set – which featured No.900 Tiger Tank (1/60 scale), No.906 Saladin Armoured Car (1/57) and No.920 Bell Helicopter (1/100). An interesting set, given the variety of scales – although the two ground vehicles were fairly close in this respect. Bell Helicopter could



ABOVE
Gift Set 24 Mercedes-Benz 240D and Trailer Caravan. Image: Vectis



RIGHT
No.401
Volkswagen
1300 Motor
School Car.
Image: Vectis

CORGI TOYS 1975 RELEASES – JULY TO DECEMBER					
No	Title	Scale	Released	Withdrawn	Sales
160	Hesketh 308 F1 Racing Car	1/36	October	1978	244,000
191	Texaco Marlboro McLaren F1 Racing Car	1/18	September	1980	133,000
314	Fiat X1/9	1/36	August	1979	330,000
401	Volkswagen 1300 Motor School Car	1/43	July	1977	Not known
414	Coastguard Jaguar XJ 12 C	1/36	December	1977	218,000
703	Hi-Speed Fire Engine	-	December	1978	268,000
804	Noddy's Car	-	August	1978	128,000
907	Sdkfz Rocket Launcher	1/54	July	1980	247,000
921	Hughes 369 Police Helicopter	1/48	August	1980	512,000
922	Sikorsky Skycrane Casualty Helicopter	1/145	October	1978	165,000
923	Sikorsky Skycrane US Army Helicopter	1/145	September	1978	190,000
1101	Warner & Swasey 4418 Hydraulic Crane	1/48	September	1980	155,000
1155	Skyscraper Tower Crane	-	August	1979	Not known
GS17	Military Gift Set	-	October	1980	98,000
GS18	Emergency Services Gift Set	-	August	1978	216,000
GS24	Mercedes-Benz 240D and Touring Caravan	1/36	July	1979	440,000
GS28	Mazda B1600 with Trailer and Dinghy	1/36	August	1978	167,000

Source: The Great Book of Corgi 1956-1983



ABOVE
Gift Set 18 & Gift Set 24. Image: Vectis



ABOVE
No.1101 Warner & Swasey Hydraulic Crane. Image: Vectis



ABOVE
No.414 Coastguard Jaguar XJ12C. Image: Vectis



ABOVE
No.907 Sdkfz Rocket Launcher. Image: Rick Wilson

be excused here, though, if it was flying a little way away, offering some sort of perspective. But I didn't care about this back then, it just offered super play value. One more release for October was a further addition to the 1/36 scale racing cars series. No.160 Hesketh 308 F1 Racing Car replicated the popular car well, as driven by James Hunt. White with patriotic blue and red stripes, the famous Hesketh Bear featured on the bespoke box too.

And to round out the year, December provided us with two more models. No.414 Coastguard Jaguar XJ12C, at 1/36 scale, added to the use of the lovely Jaguar casting, this time in white with roof-mounted sirens and blue stripes along the sides. No.703 Hi-Speed Fire Engine was another fanciful design, but a very attractive one nonetheless. Painted red, of course,

CORGI TOYS 1975 JULY TO DECEMBER RELEASES PRODUCTION COLOURS		
No	Title	Colours produced
160	Hesketh 308 F1 Racing Car	White with red & blue stripes
191	Texaco Marlboro McLaren F1 Racing Car	Red/white
314	Fiat X1/9	Silver/black, blue/black or green/black
401	Volkswagen 1300 Motor School Car	Dark metallic blue
414	Coastguard Jaguar XJ 12 C	White
703	Hi-Speed Fire Engine	Red/yellow
804	Noddy's Car	Yellow/red
907	Sdkfz Rocket Launcher	Dark grey
921	Hughes 369 Police Helicopter	White
922	Sikorsky Skycrane Casualty Helicopter	Red/white
923	Sikorsky Skycrane US Army Helicopter	Dark drab green
1101	Warner & Swasey 4418 Hydraulic Crane	Yellow/black
1155	Skyscraper Tower Crane	Red/yellow
GS17	Military Gift Set	As per constituent parts
GS18	Emergency Services Gift Set	As per constituent parts
GS24	Mercedes-Benz 240D and Touring Caravan	Blue or metallic brown, white/blue or bronze/cream caravan
GS28	Mazda B1600 with Trailer and Dinghy	Orange with red/yellow dinghy

Source: The Great Book of Corgi 1956-1983



ABOVE
GS17 Military Gift Set.
Image: Rick Wilson

it had orange or yellow plastic ladders and detailing.

Looking ahead to the next instalment, covering the first half of the 1976 releases, the range featured a good variety of new releases, including a pair of petrol tankers and probably the most famous TV-related helicopter of them all. Check out next month's instalment to see if you guessed correctly. ■

ABOVE
No.922 Sikorsky Skycrane Casualty Helicopter and No.923 Sikorsky Skycrane US Army Helicopter.
Image: Rick Wilson

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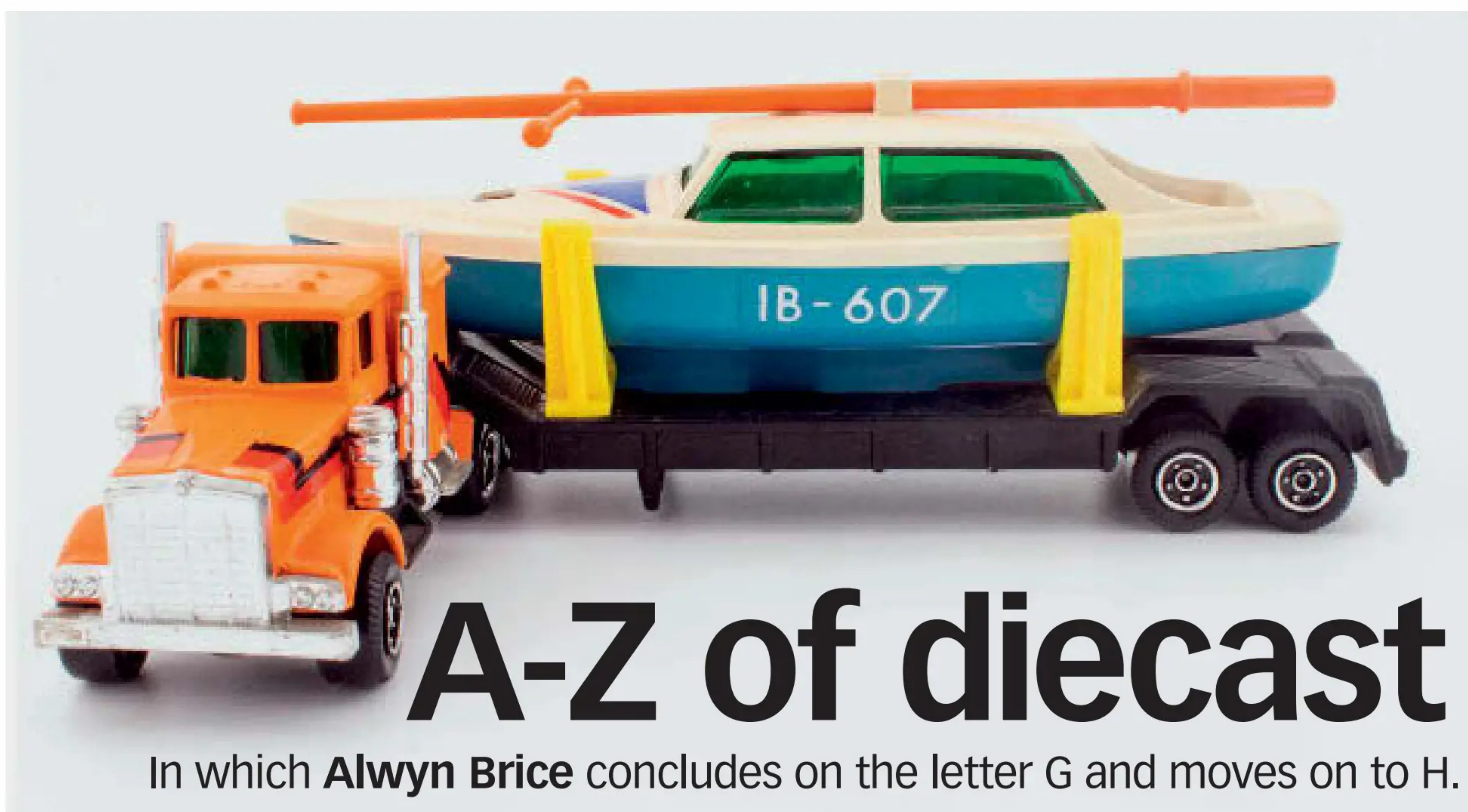
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A-Z of diecast

In which **Alwyn Brice** concludes on the letter G and moves on to H.

So, what's your fancy? Are you into 1/64, 1/43, 1/24, 1/18 or 1/12 scale models? If any (or indeed all) of these appeal, then you need look no further than Guisval.

Arguably not so well known over here in the UK, this Spanish company dates from the early 1960s and, in common with Gisima, was founded in Ibi, in Alicante. I gather that three Spaniards, namely Francisco Guillem, José Luis Serralta and Ramón Valero all had a say in its formation (and nomenclature); furthermore, it seems they were formerly affiliated to the Paya company, which has had a long history in tinplate toy production.

Early output centred upon toy watches and typewriters, but the company went on to produce model vehicles in the afore-mentioned scales. Today, the 1/87 scale seems pretty popular but as ever, 1/43 is not overlooked. In terms of period, you can go right back to the 1920s for truly vintage model cars – or be bang up to date with something like a road-going Ferrari. Quality is acceptable, but then these models are really marketed as toys: they are generally inexpensive and in the smaller scale, tend to ape the likes of Matchbox in terms of finish, wheels and so on. That said, some of the older output seems to be gaining a following, with the inevitable result that values are on the rise.

BEST LEFT?

In my book, you'll need to overlook an awful lot to want to start a collection of the Spanish range of diecast vehicles produced by Gisima.

Ibi (see above) was where it all started, although the company had but a brief lifespan of just two decades, finally closing its doors in 1998. In the early days, the enterprise was producing its own castings although copies of Hot Wheels and Matchbox toys have also been attributed to this company.

ABOVE Attractive Kenworth articulated truck with boat cargo is typical of the Guisval range. Strong overtones of Matchbox evident?

RIGHT You like your toys simple? Then take a look at this jeep from Gisima. That hole in the radiator doesn't aid cooling – it's for sharpening your pencil.



ABOVE Not sure that Ronaldo would have been seen dead in this garish BMW creation – but you can't blame Guisval for not playing the footie card.



ABOVE Some colours, such as Hot Pink, which was considered too girly, had short runs. Consequently, you'll pay a premium today.



Its diecast offerings in 1/64 scale often turn up on internet auction sites and take the form of pencil sharpeners (yes, really), along with similar fare in the larger 1/43 scale.

In the bigger scale of 1/10 you can find bicycles (without riders), a slightly odd departure from road vehicles proper.

Quality, though, is what sets these artefacts apart. Expect peeling chrome, detaching transfers and a generally simplified appearance, all of which means that the range will appeal, perhaps, only to the most diehard collector of the obscure or arcane.

But at least your crayons will be sharp.

HOT STUFF!

H is for Hot Wheels – of course. Well, to be precise, Mattel, but rather than wait until the letter M, I thought I'd drop this range of vehicles into the series sooner, rather than later.

What can I say about Hot Wheels that has not already been said? Precious little, if I'm to be totally honest.

The year was 1968. The story goes that when Mattel's co-founder Elliot Handler saw his son playing

Scania cement truck by Herpa in 1/87: plenty of delicate detail evident in this example.



with some Matchbox toys, he felt the time was right to introduce a newcomer to the marketplace. But merely adding to the miniature diecast population wasn't the answer: something extra was required. Freely rolling wheels, proper suspension and colour schemes that had never been seen before were all mixed together – with the result that most readers know only too well.

Thus the Hot Wheels 1/64 scale Custom Camaro was released in May 1968, and was followed by 15 more vehicles. These first edition (Redline) models achieved fame as the “Sweet 16”, and today some command huge premiums when found in good condition or in the more unusual colour variations.

Innovation was a driving force at Mattel. Not content to hide away these new toys in the depths of boxes, it decided to use the blister pack, itself a stroke of marketing genius, for it made the models stand out on the racks where they were suspended. And those wild colour schemes (with the moniker Spectraflame) would woo many a child looking to be relieved of his pocket money. That, and the occurrence of some customised designs, (a typical American affectation), the likes of which were not to be found in conservative, homegrown manufacturers' ranges, simply added to the appeal of Mattel's brainchild.

Hot Wheels is still flourishing today and has not limited itself to the small scale: its 1/18 models are not particularly cheap but are of good quality, and embrace some prestige marques as well as Formula One transport, with Ferrari a firm favourite. Added to these are some media vehicles, such as James Bond's Aston Martin and the Batmobile.

I couldn't tell you how many different small scale Hot Wheels vehicles are out there but the numbers are well into the tens of thousands, I wager. You can still buy them cheaply; the trick, perhaps, is spotting what

//

What can I say about Hot Wheels that has not already been said? Precious little, if I'm to be totally honest...

//

BELOW RIGHT The rubric says it all: nothing was faster. Free tinplate badge was a curious marketing ploy, in hindsight.

BELOW Ferrari is a popular line with Herpa – and this 348b is finished in classic scarlet.



ABOVE You'd be hard pressed not to find your favourite airline amongst the Herpa range. This Airbus A320 is modelled in 1/500 scale.

will become collectable a few years down the line. As for those early models, time has taken its toll on some, so a degree of paintwork and baseplate toning is not unusual.

WINGS AND THINGS

Herpa is well known for its aviation model output and this German company has almost cornered the market in terms of small scale diecast commercial airline models: five scales are entertained, so there is something for every pocket (and indeed, shelf).

Founded in Dietenhofen, just after the Second World War, Herpa has a long history in toys, but it wasn't until 1980 that it introduced a range of trucks to the world. It initially worked with small scales (1/87, 1/160 and 1/220) for these, but went on to larger offerings, such as 1/50 and 1/43. As might be expected with German output, quality is high and finish is good on its models.

Road cars and rally cars can be found; buses and vans, too. And in 1/43 there are examples of showroom dealer models to seek out (such as Porsche, Audi and the like). Cars don't always boast opening features like bonnet, boot and doors but then this is atoned for by the quality of the castings and general level of detail. And for the money involved, they cannot be considered expensive collectables.

Really, though, road transport takes something of a back seat with this particular manufacturer, for its huge array of aviation models is what attracts the cognoscenti. Here, it's an extremely vast choice: first, choose your scale and second, your theme. Civil or military? Then check your cabinet space... ■



TOP VINTAGE MODEL

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



Dinky Supertoys Car Carrier and Trailer (No.983), as a set and as 'Dinky Auto Service'.

Car Carrier

In the 1950s and 60s newly designed cars were appearing on the roads and car showrooms had the latest models on display. I visited a number and managed to acquire the car brochures. At the time I was unaware of how the cars had been delivered and then one day I saw a car transporter in a side street unloading some new cars. As a collector of toy cars, I thought that there should be a model of a car transporter and then in 1953 the Dinky Toys Pullmore Car Transporter arrived. Other toy manufacturers also produced car transporters.

Following on the Dinky Supertoys Car Carrier (No.983) arrived in July 1958 finished in red and grey with grey wheels and has the transfer 'DINKY AUTO SERVICE' on each side of the Carrier and Trailer. You could also buy the items separately with the Car Carrier No.984 and the Trailer No.985.

The model is reviewed in the *Meccano Magazine* of July 1958 and is described as 'an excellent reproduction in miniature of a typical Carrier and Trailer used by car manufacturers for transporting new cars from their works to distributing agents or to docks for shipment overseas'. The back page colour advert states that 'the handle on the side of the Carrier lowers the top deck for easy loading'.

Using this mechanism, the Car Carrier is placed in front of the trailer, the top deck is lowered and the cars are driven up the ramp onto the top deck of the trailer. The next cars are then placed on the ramp and the handle



ABOVE

Dinky Toys Car Carrier (No.989) in new livery of Yellow, White and Blue now as 'Auto Transporters'. Image: Vectis Auctions

raises it. Unloading is done in reverse order.

They were sold in blue and white striped Supertoy card lift of lid boxes with packing pieces before deletion in 1963.

That year, 1963, the model reappeared with new colours but no trailer and was given the new number 989 and is still called a Car Carrier. The colours are now yellow for the cab and light grey for the back. The ramps are in blue and the rear ramp is in yellow but some are in all blue plus there are red wheels. The transfers on the sides

are now for 'AUTO TRANSPORTERS' in red. It is shown in the 1964 Dinky Toys Catalogue and was sold in a yellow illustrated card lift of lid box plus the packing pieces. It was also sold in the gold card and cellophane Visi pack export boxes.

The Leyland company was founded in 1896 and produced a number of steam wagons. In the early 1900s they turned to petrol engines and then later diesel engines. During the 1930s they produced the Bison, Beaver, Hippo, Bull and Rhino models often referred to as the 'Zoo' range of trucks. The Beaver chassis in particular was suitable for hauling trailers. Hence the Dinky Supertoys Car Carrier was based on this type of 'real' Leyland and possibly someone at Meccano had seen the 'real' Leyland Land Rover carrier and trailer carrying Land Rovers. ■

The Dinky Toys Collectors' Association

The later Dinky Supertoys had a variety of working features and are still eagerly collected. They are occasionally illustrated and discussed in the DTCA Journal. You can find out more or join by visiting the website www.dtcawebsite.org.

Superfast 1969-1982

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

No.
50



Number 50 during the Lesney-era Superfast range comprises sporty Harley-Davidson, a lorry with an articulated cab...and a truck to help transport your four-legged friends!

KENNEL TRUCK

Production: 1970-73

Catalogue: 1971-73

Box Styles: F, G

Carrying on from its regular wheels origins, Kennel Truck was, like No.6 Pick Up, based on the Ford F-Series. Painted in various shades (all fabulous) of metallic green, the rear of the casting was divided into four sections that each housed a different breed of dog in white plastic. These were protected for the journey by a clear plastic canopy.

Initially fitted with the narrow Superfasts, the wider versions were fitted once appropriate modifications had been made. At the same time, the paint job changed to a rather splendid non-metallic lime green.

Various colours of grille and base can be found from its extended production run.

ARTICULATED TRUCK

Production: 1973-80

Catalogue: 1974-80

Box Styles: I, L

This was another new release largely based on an



ABOVE Demonstrating the extreme articulation possible with Articulated Truck.



ABOVE The mechanism for connecting the two parts of Articulated Truck is simple but effective.

existing model, in this case Freeway Gas Tanker from the previous year. The tractor cab was exactly the same, but the tanker section was now replaced by an open cargo trailer. The cab was painted yellow with a black plastic base and grille, while the trailer was light blue with yellow base. Early versions had a striped label along the top of the trailer, although this was soon dropped. The cab windows were normally purple, but could also be red-tinted.

Like Freeway Gas Tanker, Articulated Truck was also used in the Two-Packs range. In this guise, it was fitted with a towing hook and accompanied by a new Articulated Trailer.

HARLEY DAVIDSON

Production: 1980-82

Catalogue: 1981-82

Box Styles: L

Based on a Harley-Davidson Sportster, this chunky model bike featured fine spoked wheels that had originally been used in the Models of Yesteryear range. It had an accurate chromed representation of a Harley V-Twin engine, although the turning front forks and handlebars were only ever made in black plastic.

The model was only produced in the one colour, a metallic brown, although some examples had a much more coppery finish. Some later versions included a rider figure in the box. ■



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:** Lesney Matchbox Lincoln Continental MB31c
Condition: original, unboxed and good, but with some play wear
Sold for: £1,219.99 (24 bids)



- **Item:** Corgi Gift Set 38 'Monte Carlo'
Condition: cars mint and all original, outer box good still with great colour
Sold for: £1219.99 (14 bids)



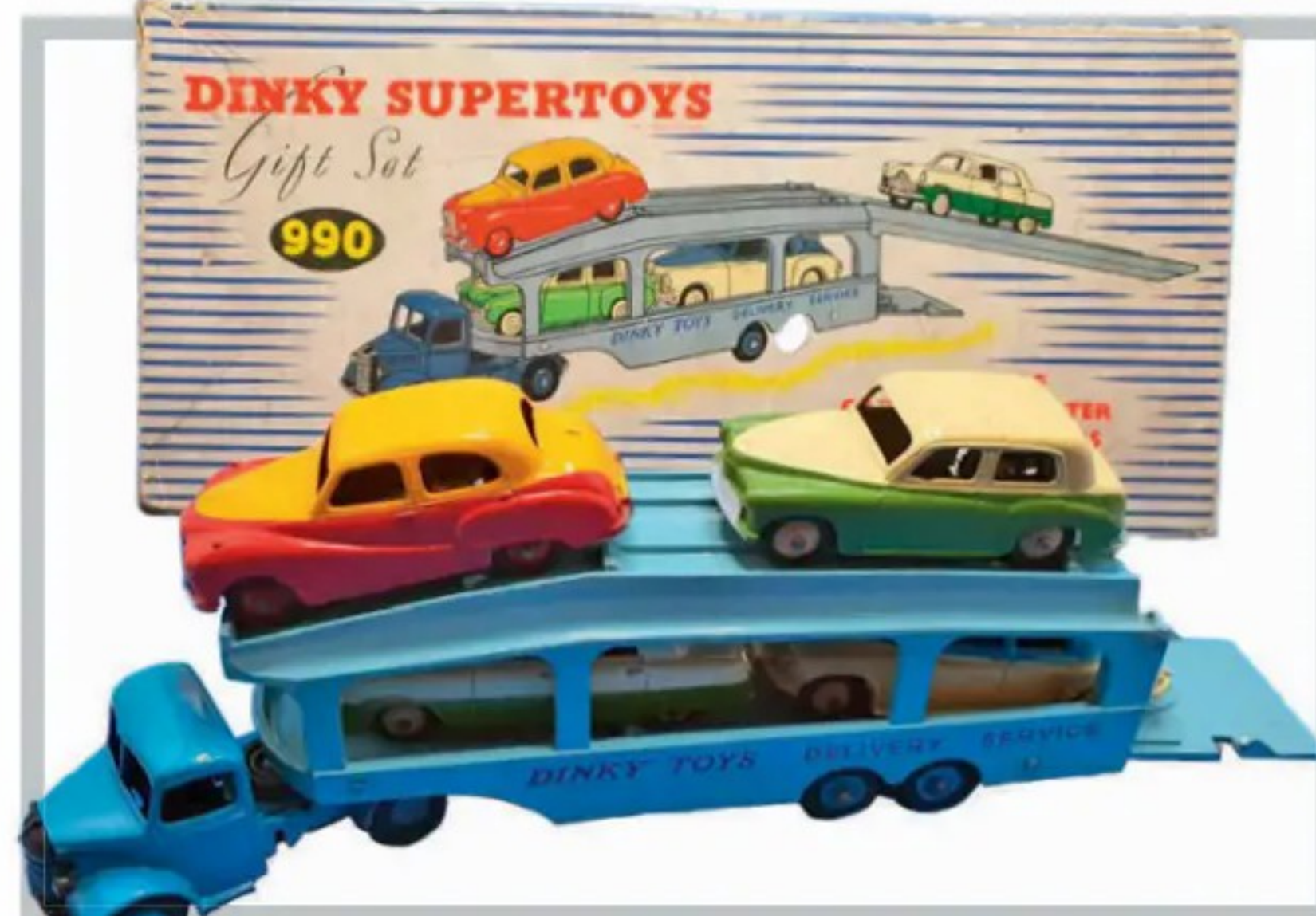
- **Item:** Hot Wheels Mattel Redline Revvers Rrrumblers Preying Menace & Sidecar
Condition: excellent to near mint, hard to find example with yellow rider
Sold for: £761 (27 bids)



- **Item:** Matchbox pre-production Plymouth Gran Fury Fire Chief Car
Condition: original and mint, has unfinished unpainted base, date stamp and part number.
Sold for: £930 (34 bids)



- **Item:** Tri-ang Spot-On No.145 Routemaster
Condition: all original, boxed with collectors' leaflet, very minor paint loss
Sold for: £664 (16 bids)



- **Item:** Dinky Gift Set 990 Pullmore Car Transporter, with four cars
Condition: models excellent, genuine original box with reproduction inner tray display
Sold for: £640 (28 bids)



- **Item:** Corgi Gift Set 16 Ecurie Ecosse Racing Transporter and cars
Condition: all models excellent, original boxes are good but showing signs of wear
Sold for: £590 (11 bids)



- **Item:** Dinky No.189 Triumph Herald in promotional colours
Condition: model very good for its age, contained in original outer box
Sold for: £577.89 (30 bids)



- **Item:** Corgi No.468 New South Wales Australia Routemaster
Condition: good, has a few marks on top and seems to have slight markings on windscreen
Sold for: £500 (13 bids)

SALE RESULTS

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■ **Spanish Dinky Toys 518 Renault 4L Pale drab blue**, beige interior, silver trim, concave hubs. Excellent plus in a good plus picture box with flash attached to none picture side. **Sold for £80, Vectis Auctions, July.**



■ **Spanish Dinky Toys 530 Citroen DS 23 Metallic**, red body, black roof, ivory interior, silver trim and concave hubs. Near mint in a good plus to excellent box with label attached to end. **Sold for £70, Vectis Auctions, July.**



■ **Spanish Dinky Toys 538 Renault 16 TX Saloon**, dark purple body, beige interior, silver trim and concave hubs. Near mint in a good plus yellow and red carded picture box with label attached to end flap. **Sold for £60, Vectis Auctions, July.**



■ **Spanish Dinky Toys 1453 Renault 6 Saloon**, grey body, light beige interior, silver trim and concave hubs. Near mint in a good yellow and red carded picture box with label attached to end flap. **Sold for £60, Vectis Auctions, July.**



■ **Dinky Toys 161 Ford Mustang Fast back**, yellow body, pale blue interior, chrome trim and hubs (all have a tinge of gold). Excellent including rigid case. **Sold for £70, Vectis Auctions, July.**



■ **Dinky Toys 114 Triumph Spitfire Sports car**, gold body, red interior with figure driver, silver trim and spun hubs. Excellent overall in a good plus yellow and red carded picture box. **Sold for £110, Vectis Auctions, July.**



■ **Dinky Toys 149 Citroen Dyane**, metallic bronze, black roof and interior, silver trim and Speedwheels. Excellent overall in a good plus to excellent yellow and red carded picture box. **Sold for £50, Vectis Auctions, July.**



■ **Dinky Toys 196 Holden Special Sedan**, metallic light brown, off white roof, pale green interior, silver trim, spun hubs and with luggage case. Excellent in a good yellow and red carded picture box. **Sold for £80, Vectis Auctions, July.**



■ **Dinky Toys 617 Military Set To Include (1) Volkswagen KDF**, greyish-green, olive green hubs and with (2) Anti-Tank PAK Gun, reish-green with light grey hubs. Conditions are near mint superb example in a good plus yellow and red carded picture box and inner pictorial stand with some loose missiles. **Sold for £90, Vectis Auctions, July.**



■ **Dinky Toys 974 AEC Hoynor Car Transporter**, metallic blue and yellow cab with yellow and orange trailer. Good plus still a bright example in a good (slightly creased) yellow and red carded picture box with red plastic clips in bag. **Sold for £70, Vectis Auctions, July.**



■ **Dinky Toys 736 Sea King Helicopter**, white and blue with red interior, mid-blue plastic blades and rotary with white plastic 'Apollo' Space Capsule and decal sheet. Excellent overall in a good plus yellow and red carded picture box and inner pictorial stand with packing piece. **Sold for £90, Vectis Auctions, July.**



■ **Dinky Toys 297 "Police Vehicles" Gift set**, to include (1) Ford Zodiac - off white, red interior, cast hubs, roof box with light and aerial, (2) Mini - off white, red interior, cast hubs and (3) Ford Transit Van "Police Accident Unit" - two-tone off white and orange, silver trim and cast hubs. Conditions are Good plus to excellent in good plus yellow and red carded picture box and inner pictorial stand with 3 x Cones and 2 x Signs. **Sold for £280, Vectis Auctions, July.**



■ **Dinky Toys 105 "Captain Scarlet" Maximum Security Vehicle**, white body red base, cast hubs, without side trim and aerial but with radiation box. Good plus displays well including yellow and red carded picture box with inner packing piece. **Sold for £130, Vectis Auctions, July.**



■ **Dinky Toys 108 "Joe 90" Sam's Car**, metallic red body, silver engine cover and trim, yellow interior, cast hubs. Excellent (does have a chip on rear side) still a bright example in a good plus yellow and red carded picture box and inner pictorial stand with lapel badge. **Sold for £110, Vectis Auctions, July.**



■ **Dinky Toys 350 "The Enchanted Hose" Tiny's Mini Moke**, orange body, white plastic canopy with yellow stripes, cast hubs and "Tiny" figure. Excellent in a good plus to excellent yellow and red carded picture box and inner pictorial stand. **Sold for £130, Vectis Auctions, July.**



■ **Dinky Toys 352 "UFO" Ed Strakers Car**, yellow body, black engine covers, silver trim, pale grey interior and cast hubs. Excellent plus in a good plus picture box with correct folded instruction leaflet. **Sold for £150, Vectis Auctions, July.**



■ **Corgi Toys 266 "Chitty Chitty Bang Bang"**, Gold plated finish with correct 4 x figures and all wings. Near mint superb example inner plastic cloud and card display are excellent plus in a excellent (some marks to cellophane), harder to find short blue and yellow window box. **Sold for £580, Vectis Auctions, July.**



■ **Corgi toys 151 Lotus Mark Eleven LE Mans racing car**, silver, red including seats, racing No.7 and flat spun hubs. Good plus to excellent in a good blue carded box. **Sold for £80, Vectis Auctions, July.**



■ **Corgi Toys 336 "James Bond" Toyota 2000GT "You Only Live Twice"**, white body, black interior with "Aki & James Bond" Figures, chrome trim, wire wheels, red aerial. Excellent plus including yellow and red carded picture box and inner pictorial stand, with packing ring and secret instruction pack with folded leaflet, lapel badge and missiles attached to sprue. **Sold for £340, Vectis Auctions, July.**



■ **Corgi Toys 497 "The Man From Uncle" Thrush-Buster**, purple-body, early issue with cast hubs and lamps. Excellent in a good plus lovely bright example blue and yellow carded picture box including inner pictorial stand with waverly ring. **Sold for £220, Vectis Auctions, July.**



■ **Corgi Toys 226 Morris Mini Minor**, metallic maroon, lemon interior, silver trim and cast hubs. Excellent plus in a good plus cared picture box. **Sold for £60, Vectis Auctions, July.**



■ **Corgi Toys 230 Mercedes 220SE Coupe**, dark red body, pale lemon interior, silver trim and spun hubs. Excellent in a good plus carded picture box. **Sold for £100, Vectis Auctions, July.**



■ **Corgi Toys 245 Buick Rivera**, gold body, red interior, chrome bumpers, wire wheels, grey plastic tow hook, with "Trans-O-Lite" Headlamps. Near mint in a good plus picture box with correct instruction/collectors club folded leaflet. **Sold for £140, Vectis Auctions, July.**



■ **Corgi Toys A Pair 262 Lincoln Continental Executive Limousine**, blue body, tan roof, mid-blue interior, spun hubs. Excellent plus (some loss chrome to bumpers) inner carded tray is near mint in a good plus presentation bubble pack displays well - also comes with film strip correct instruction/collectors folded leaflet. **Sold for £140, Vectis Auctions, July.**



■ **Corgi Toys 273 Rolls Royce Silver Shadow**, two-tone pearlescent white over greyish-blue, chrome trim, blue interior, "Golden Jacks" Take-Off Wheels. Near mint in a excellent plus blue and yellow window box. **Sold for £100, Vectis Auctions, July.**



■ **Corgi Toys 275 Rover 2000TC**, green, amber roof panel, brown interior, chrome trim, "Golden Jacks" Take-Off-Wheels. Near mint in a good plus window box with pictorial header. **Sold for £90, Vectis Auctions, July.**



■ **Corgi Toys 319 Lotus Elan Coupe**, blue body, white roof, off white interior, chrome detachable chassis with cast hubs. Excellent in a good plus blue and yellow v=carded picture box **Sold for £50, Vectis Auctions, July.**



■ **Corgi Toys 330 Porsche Carrera 6 Racing Car**, white body, red doors and bonnet, blue engine cover, black interior with figure driver, cast hubs and harder to find racing No.1. Good plus to excellent in a good plus blue and yellow carded picture box. **Sold for £80, Vectis Auctions, July.**



■ **Corgi Toys 334 Mini Cooper "Magnifique"**, blue body, yellow and red striped sunroof panel, pale cream interior, chrome trim and cast hubs. Excellent (small mark on roof panel) in a good plus blue and yellow window box with pictorial header (small label attached). **Sold for £70, Vectis Auctions, July.**



■ **Corgi Toys 335 Jaguar Type E**, blue body, black interior, chrome trim and wire wheels. Excellent plus still a lovely bright example in a good presentation bubble pack with a good plus instruction flap and inner carded tray is good plus. **Sold for £80, Vectis Auctions, July.**



■ **Corgi Toys 338 Chevrolet SS350 Camaro**, lime body, red interior, "Golden Jacks" Take-off-Wheels. Excellent in a good plus blue and yellow window box. **Sold for £60, Vectis Auctions, July.**



■ **Corgi Toys 341 Mini Marcos GT850**, metallic maroon body, off white interior, "Golden Jacks" Take-off-Wheels. Excellent (couple of small marks on rear edges) in a good plus blue and yellow window box with pictorial header and small sticker attached. **Sold for £45, Vectis Auctions, July.**



■ **Dinky Toys 135 Triumph 2000 Saloon**, metallic aqua, white roof, red interior, silver trim and green luggage. Excellent plus in a good to good plus yellow and red carded picture box. **Sold for £90, Vectis Auctions, July.**



■ **Dinky Toys 138 Hillman Imp**, metallic green body, red interior, silver trim, spun hub and with luggage case. Excellent plus very small chip on roof, in a good to good plus yellow and red carded picture box. **Sold for £70, Vectis Auctions, July.**



■ **Dinky Toys 153 Aston Martin DB6**, steel blue body, red interior, chrome trim and cast wire wheels. Excellent overall (does have slight discolouration and wheel arches) in a good plus rigid case. **Sold for £45, Vectis Auctions, July.**



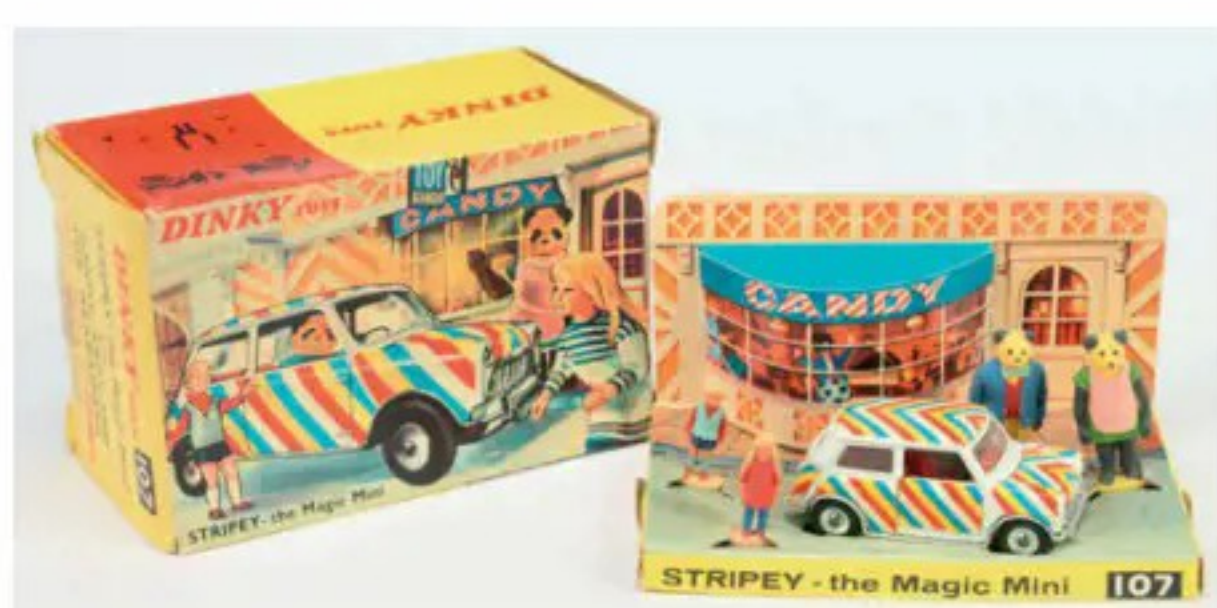
■ **Dinky Toys 269 Jaguar 3.4 Litre "Police" Motorway Patrol Car**, white body, ivory interior with figures, silver trim, blue roof light, aerial and spun hubs. Excellent (couple of small marks on sides) in a good yellow and red carded picture box. **Sold for £70, Vectis Auctions, July.**



■ **Dinky Toys 287 Ford Transit "Police Accident Unit"**, two-tone off white and orange, silver trim, grey interior, cast spun hubs and with cones and signs. Good including yellow and red carded picture box. **Sold for £60, Vectis Auctions, July.**



■ **Dinky Toys 106 "The Prisoner" Mini Moke**, white body with brown side step, plastic white and red striped canopy, aerial, rear spare wheel cover and spun hubs. Excellent overall (small mark on roof from elastic band) in a good plus displays well yellow and red carded box with detailed picture. **Sold for £240, Vectis Auctions, July.**



■ **Dinky Toys 107 "Stripey" The Magic Mini**, white body with yellow, blue and red stripes, silver trim and spun hubs. Good plus (some slight wear to decals) in a good yellow and red carded box with detailed picture (small scuffs on edges) with inner pictorial stand good plus complete with "Candy, Andy and the Bearandas" figures. **Sold for £240, Vectis Auctions, July.**



■ **Dinky Toys 350 "The Enchanted House" Tiny's Mini Moke**, orange body, white and yellow striped canopy, silver trim, cast hubs and "Tiny" figure. Excellent overall including inner pictorial stand, outer carded picture box is excellent plus. **Sold for £120, Vectis Auctions, July.**



■ **Dinky Toys 342 Mini Moke**, metallic aqua, white plastic canopy and Speedwheels. Excellent (couple of small marks on front edges) in a good plus to excellent yellow and red carded picture box. **Sold for £50, Vectis Auctions, July.**



■ **Dinky Toys 60 Para-Moke**, military green, dark beige plastic canopy, chrome spun hubs. Excellent plus in a good plus yellow and red carded box with detailed picture with instruction leaflet but without parachute. **Sold for £70, Vectis Auctions, July.**



■ **A boxed Corgi #48 Jean Richard Circus Set**. The vehicles and accessories appear to be in mint condition, and the set also comes with its original fold out illustrated card base. Within a fair box with scuffs and fading plus some surface marks to cellophane window. **Sold for £30, British Toy Auctions, July.**



■ **A boxed Corgi Heavy Haulage Limited Edition #31014 Guy Invincible Long Platform Trailer, Pipe Load & Diamond T Ballast, Nicolas Bogies Vessel Load 'Sunter Brothers'**. The ex-shop stock set appears to be in mint condition with many of parts still wrapped in original packaging, comes with certificate numbering the set 1543 of 3800, appears to have accessories. Within mint inner polystyrene, presented within a good overall lift off lid box with some wear. **Sold for £40, British Toy Auctions, July.**



■ **A boxed Corgi Heavy Haulage Limited Edition #31013 'A.L.E.' Scammell Contractor (x2) with Nicolas Bogie Trailer & Slug Catcher Load**. The ex-shop stock set appears to be in mint condition with many of parts still wrapped in original packaging, comes with certificate numbering the set 1022 of 5000, appears to have accessories, and is unchecked for completeness. Presented within a fair plus - good lift off lid box. **Sold for £40, British Toy Auctions, July.**



■ **A boxed Corgi Heavy Haulage Limited Edition #31013 'A.L.E.' Scammell Contractor (x2) with Nicolas Bogie Trailer & Slug Catcher Load.** The ex-shop stock set appears to be in mint condition with some parts still wrapped in original packaging, comes with certificate numbering the set 1442 of 5000, appears to have accessories, and is unchecked for completeness. The set sits within mint inner polystyrene, presented within a fair plus overall lift off lid box with some storage related wear. **Sold for £30, British Toy Auctions, July.**



■ **A boxed Pickfords Industrial Ltd set # 18005.** The set appears mint with some items still wrapped and the lights and mirrors still sealed in bags. The box is good with some storage marks. **Sold for £60, British Toy Auctions, July.**



■ **A boxed Pickfords set # 18002.** The set appears mint with most items still wrapped up and the lights and mirrors still sealed in bags. The box is good with some storage marks. **Sold for £45, British Toy Auctions, July.**



■ **A boxed pre-war Dinky Toys #62p Armstrong Whitworth 'Ensign' Air Liner.** The model in silver, features four 3-blade red tinplate propellers with the livery 'Ensign' and markings 'G-ADSR'. The model comes with gliding hook as well as original 'Gliding Game' leaflet, and appears to be excellent condition on the whole, with no apparent signs of fatigue. The model is housed in a blue lift off lid box which has some age and storage related wear, nonetheless appears to be good - very good. **Sold for £60, British Toy Auctions, July.**



■ **An unboxed Dinky Toys #62y Giant High Speed Monoplane.** The model in grey, features four 3-blade red tinplate propellers with green flashes to wings, no gliding hole and with the markings 'G-ATBK', appears to be in very good plus condition overall with a few small marks here and there. **Sold for £28, British Toy Auctions, July.**



■ **An unboxed pre-war Dinky Toys #60a Imperial Airways Liner.** The model in red, features four 2-blade silver tinplate propellers, and with the markings 'G-ABTI' to the tinplate wings. There is a small patch of fatigue to the rear towards the tail, and there is a small spot further along the body which appears to show the onset of fatigue, otherwise the model appears to be in excellent condition overall given its age. **Sold for £75, British Toy Auctions, July.**



■ **A boxed Dinky Toys #997 Caravelle SE 210 Airliner.** The 'Air France' model in silver, white and blue, with the marking 'F-BGNY' has some wear to the side decals, otherwise appears to be in excellent condition, and sits within a good overall yellow lift off lid picture box with some general wear. **Sold for £35, British Toy Auctions, July.**



■ **A boxed pre-war Dinky Toys #62w Imperial Airways Liner 'Frobisher' Class.** The diecast in silver, features four 3-blade red tinplate propellers with the livery 'Frobisher' and markings 'G-AFDI'. The model comes with gliding hole, and has some signs of age and play, appearing to be in relatively good condition on the whole, with no apparent signs of fatigue. The model is housed in a blue lift off lid box which has some age and storage related wear, nonetheless appears to be in good condition. **Sold for £40, British Toy Auctions, July.**



■ **A boxed pre-war Dinky Toys #62t Armstrong Whitworth 'Whitley' Bomber.** The model in camouflage with yellow roundels, features two 3-blade red tinplate propellers plus gliding hole has some signs of age and play, appearing to be in relatively good condition on the whole, with no apparent signs of fatigue. The model is housed in a blue lift off lid box which has some age and storage related wear, nonetheless appears to be in good - very good condition. **Sold for £50, British Toy Auctions, July.**



■ **A 941 Foden 14-Ton Tanker Mobilgas.** Item appears to be in good condition but does have signs of use. It comes in a fair-good box; age related wear. **Sold for £45, British Toy Auctions, July.**



■ **A Pullmore Car transporter in good-very good condition.** Some signs of use, minor paint chips to one side. Box is numbered 982 but item is numbered 582. Comes in a fair-good box; age related wear. **Sold for £100, British Toy Auctions, July.**



■ **A rare boxed Dinky #430 Commer Breakdown Lorry.** The lorry with red glazed cab, grey back and jib with blue plastic wheel hubs is missing its towing hook, and has a few light marks appears to be in very good condition otherwise. The lift off lid box has a scuff to lid with some general age and storage wear, appearing fair plus - good condition. **Sold for £130, British Toy Auctions, July.**



■ **A boxed Dinky #179 Opel Commodore.** The model with blue body and black roof, has a couple of tiny nicks and marks over body, and appears to be in excellent condition overall, presented within a good overall card picture box. **Sold for £35, British Toy Auctions, July.**



■ **A boxed Dinky Toys # 988 'ABC TV' Transmitter Van.**

The model with two-tone blue and grey body, red side flashes, silver trim and roof, comes with detachable satellite dish has some light wear in places and appears to be in good - very good condition generally. The model is housed within a fair plus lift off lid box with taping, a tear to one corner plus general wear. **Sold for £50, British Toy Auctions, July.**



■ **A boxed pre-war Dinky Toys #62t Armstrong Whitworth 'Whitley' Bomber.** The diecast circa 1939-41 in camouflage with yellow roundels, features two 3-blade red tinplate propellers plus gliding hole and comes with a loose gliding hook. The model has some signs of age and play, appearing to be in relatively Very Good Plus condition on the whole, with no apparent signs of fatigue. The model is housed in a blue lift off lid box which has some age and storage related wear, in good - very good condition. **Sold for £75, British Toy Auctions, July.**



■ **A boxed pre-war Dinky Toys #60v Armstrong Whitworth 'Whitley' Bomber.** The model in silver with blue roundels, features two 3-blade red tinplate propellers plus gliding hole has some signs of age and play, appearing to be in good - very good condition on the whole, with no apparent signs of fatigue. The model is housed in a blue lift off lid box which has some age and storage related wear, nonetheless appears to be in good - very good condition. **Sold for £75, British Toy Auctions, July.**



■ **Dinky Supertoys 972, 20-Ton Lorry-Mounted Crane "Coles",** near mint model in excellent box with original internal packing piece **Sold for £65, John Rolfe Auctions, July.**



■ **French Dinky Supertoys No.972, CAMION - GRUE "Coles", 20-tonne lorry-mounted mobile crane,** scarce French packaged version, excellent example of the model with some rubbing to the rear logo. Excellent Box with internal packaging. **Sold for £30, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.956 Turntable Fire Escape,** slightly less common later version with windows and red plastic wheel hubs. Very good condition with storage wear on one side and minor corrosion on plated ladders. Box base excellent, top is split missing one end **Sold for £25, John Rolfe Auctions, July.**



■ **Dinky Supertoys No. 919 Guy Van "Golden Shred",** one of the more scarce examples of these famous toy advertising models. With famous Robertson's marmalade logo. Transfers in good condition with some playwear, particularly on the roof. Fair box. **Sold for £140, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.622- 10-ton Army Truck,** clean crisp matte green paintwork. Very near mint and excellent box. Front bumper 2 mm end-piece missing. **Sold for £20, John Rolfe Auctions, July.**



■ **Dinky Toys No.942 Foden 14-Ton Tanker "Regent".** An exceptionally hard model to find in this near mint condition, negligible transfer and paint wear on all but one side of load vessel. Good box aside from one hole in top. **Sold for £60, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.934 Leyland Octopus Wagon.** Clean bright example in excellent condition, good box with some wear evident. **Sold for £40, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.905 Foden Flat Truck with chains.** Red cab with grey base, all original chainposts and chain, good box with some wear evident. **Sold for £45, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.504 Foden 14-Ton Tanker.** Two-tone blue and 1st-type grille and cab, model in very good condition with excellent early style box. **Sold for £35, John Rolfe Auctions, July.**



■ **Dinky Toys No.905 Foden Flat Truck with chains.** All original (including chain), excellent and in a good box with some edge wear. **Sold for £100, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.977 Commercial Servicing Platform Vehicle.** Scarce model in good condition (with platform base detached), in crisp virtually mint box. **Sold for £70, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.667 Missile Servicing Platform Vehicle.** Scarce model in near mint condition in dishevelled yet complete box. **Sold for £35, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.958 Snow Plough (with windows).** Guy Warrior two-tone yellow and black lorry in excellent condition and a very good picture box. **Sold for £65, John Rolfe Auctions, July.**



■ **Dinky Toys No.924 Aveling-Barford 'Centaur' Dump truck,** near mint and boxed. **Sold for £35, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.982 Pullmore Car Transporter**, with detachable loading ramp, excellent condition and with very good box. **Sold for £45, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.930 Bedford Pallet Jekta Van with windows**, showing the very beginning of Britain's post-war mechanical handling of goods revolution, a scarce model to find in such good condition with it's 'movable interior platforms' for the pallets. Near mint model, very end of winding handle removed though mechanisms remains undamaged, box has tape damage and one split **Sold for £55, John Rolfe Auctions, July.**



■ **Dinky Toys No. 921 Articulated Lorry Yellow Bedford**. Model very near mint, a bright example in an excellent box. **Sold for £35, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.978 Refuse Wagon**, with fore and aft tipping actions. Just like the real thing! Two dustbins and separate lids contained within. Mint model in excellent picture box. **Sold for £30, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.918 Guy Van 'Ever Ready'**. Model in excellent to near mint condition and excellent box with minor wear. **Sold for £80, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.961 Blaw Knox bulldozer**, excellent, no box. **Sold for £25, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.962 Muir-Hill Dumper Truck**, mint model in very, near mint box. **Sold for £20, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.513 Guy Flat Truck with tailboard**, excellent with clean orange label box. **Sold for £35, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.956 Turntable Fire Escape**, with windows, diecast hubs, original coarse ribbed tyres, extending ladder work, both packing pieces present, a few chips, excellent and boxed. **Sold for £30, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.954 Vega Major Luxury Coach**, fingertip steering works the indicators, near mint and boxed. **Sold for £30, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.514 Guy Van 'Slumberland'**, in early orange label box, excellent and boxed. **Sold for £30, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.966 Marrel Multi-Bucket Unit**, with windows, near mint and boxed. **Sold for £55, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.967 B.B.C. T.V. Mobile Control Room**, mint and boxed. **Sold for £45, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.968 BBC TV Roving Eye Vehicle**, with windows, with original plastic roof antenna, excellent and boxed. **Sold for £65, John Rolfe Auctions, July.**



■ **Dinky Supertoys No.969 BBC TV Extending Mast Vehicle**, with inner card plinth, includes original top of mast radio dish, near mint and boxed. **Sold for £35, John Rolfe Auctions, July.**



■ **A Britains No. 1400 Bluebird land speed car**, with separate body and chassis, boxed some paint chips, box lightly scuffed. **Sold for £85, Toovey's, July.**



■ **A pre-war Dinky Toys No. 44 AA hut, motorcycle patrol and guides**, boxed, motorcycle and rider fatigued, minor paint chips to guides, box lightly creased and scuffed. **Sold for £140, Toovey's, July.**



■ **A Corgi Toys No. 268 The Green Hornet Black Beauty Crime Fighting Car**, boxed with diorama, instructions, four missiles, four flying radar scanners and envelope (box lightly creased). **Sold for £130, Toovey's, July.**



■ **A Corgi Toys No. 340 1967 Monte-Carlo Sunbeam Imp**, boxed with three instruction sheets (box lightly scuffed). **Sold for £120, Toovey's, July.**



■ **A Corgi Toys No. 66 Massey-Ferguson 165 tractor and a No. 62 farm tipper trailer**, both boxed with packing pieces and Corgi Model Club slips (some paint chips to trailer). **Sold for £45, Toovey's, July.**



■ **A Matchbox Superfast No. 8 Ford Mustang**, in white with red interior and black base, boxed (some light surface marks, two small tears to box). **Sold for £110, Toovey's, July.**



■ **Autoart 1/18th scale 1956 Jaguar XKSS blue No.73510**, generally excellent in excellent to good plus window box including plinth (model loose in box) and plastic display case. **Sold for £46, Griffin's Auctioneers and Valuers, July.**



■ **Autoart 1/18th scale Jaguar E-Type Convertible silver No.73521**, generally excellent in excellent to good plus window box including polystyrene inner case. **Sold for £65, Griffin's Auctioneers and Valuers, July.**



■ **Autoart 1/18th scale Jaguar C Type green No.73500**, generally excellent in excellent to good plus window box including plinth (model loose in box). **Sold for £60, Griffin's Auctioneers and Valuers, July.**



■ **Corgi FC Jeep Working Conveyor No. 64**, generally excellent to good plus (black rubber belt appears intact) in excellent box and inner plinth including packing sleeve with farm worker figure (without sacks). **Sold for £50, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Ford Consul fawn No.200**, generally good plus in good plus box, with flat spun hubs, silver trim (possible repaint), accessory rear number plate applied and colour leaflet. **Sold for £42, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Ford Consul two-tone pale grey and green No. 200**, generally good plus in good plus yellow and blue box (ink markings 2/9 to one end and 15/4/61 to one side) with flat spun hubs, silver trim. **Sold for £55, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Austin Cambridge No.201**, mid blue, flat spun hubs, generally excellent in good plus blue box. **Sold for £60, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Rover 90 light grey No.204**, generally excellent in good plus box (pencil marking 2/9 to one end), flat spun hubs, silver trim and reproduction tyres. **Sold for £50, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Rover 90 No.204**, grey, flat spun hubs, folded colour leaflet, generally excellent to good plus in excellent blue box. **Sold for £60, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Hillman Husky No.206**, two-tone metallic blue and silver, flat spun hubs, generally excellent in good plus blue box. **Sold for £60, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Jaguar 2.4 Litre No.208S**, primrose with red interior, flat spun hubs and folded leaflet, generally excellent in good plus blue and yellow box. **Sold for £70, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Jaguar 2.4 Litre metallic dark blue No.208M**, generally excellent to good plus (scratches to boot and baseplate) in good plus box (some discolouration). **Sold for £65, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Riley Pathfinder Police No.209**, black with aerial and Police roof box, flat spun hubs, generally excellent in good blue and yellow box. **Sold for £50, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Citroen DS19 No.210**, metallic turquoise with black roof, flat spun hubs, generally excellent in good plus blue box. **Sold for £85, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Citroen DS19 No.210S**, red with lemon interior, flat spun hubs, generally excellent in good plus blue and yellow box. **Sold for £70, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Studebaker Golden Hawk No.211**, pale blue with gold rear wing flashes, flat spun hubs, generally excellent in excellent blue box. **Sold for £65, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Studebaker Golden Hawk No.211M**, white with gold rear wing flashes, flat spun hubs, folded colour leaflet, generally excellent in excellent blue box. **Sold for £80, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Ford Thunderbird No.214**, mint green with cream roof, flat spun hubs, generally excellent in excellent blue and yellow box. **Sold for £70, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Ford Thunderbird Convertible No.215S**, red with orange-yellow interior, spun hubs, excellent to good plus (wear to driver figure) in good plus box. **Sold for £65, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Bedford Van Daily Express No.403**, dark blue, flat hubs, Daily Express decals to both sides and folded colour leaflet, generally excellent in good plus box. **Sold for £80, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Bedford Van KLG Plugs No.403M**, red, flat hubs, KLG Plugs decals (some minor wear) to both sides and folded colour leaflet, generally excellent to good plus in good plus box. **Sold for £80, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Bedford Dormobile No.404**, turquoise, flat hubs, excellent in good plus to good box. **Sold for £60, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Bedford Dormobile No.404**, cream, flat hubs, generally excellent in good plus to good box. **Sold for £60, Griffin's Auctioneers and Valuers, July.**



■ **Corgi Bedford Utecon AFS Tender No.405**, green, black ladders, flat hubs, AFS decals to both sides, folded colour leaflet, excellent in good plus to good box. **Sold for £80, Griffin's Auctioneers and Valuers, July.**



■ **Dinky Volkswagen No.181**, generally excellent to good plus (some small chips), greyish-blue, chrome concave spun hubs and white treaded tyres (some discolouration). **Sold for £60, Griffin's Auctioneers and Valuers, July.**



■ **Dinky Bedford 'Coca Cola' No.402**, red and white cab, plastic bottle load with 'Coca Cola' headers and rear panel, black chassis (matt finish - possible repaint), generally excellent to good plus in good box (tear to one end flap and edge wear). **Sold for £75, Griffin's Auctioneers and Valuers, July.**



■ **Dinky Foden 14-Ton Tanker No.504**, dark blue cab and chassis, mid blue tanker body, treaded tyres, tow hook and spare wheel, generally good plus (some surface corrosion to rear) in good green lift-off labelled lid box. **Sold for £65, Griffin's Auctioneers and Valuers, July.**



■ **Dinky Fire Service set No.957**, generally excellent in good plus box with card inner piece and instructions leaflet, with Turntable Fire Escape No. 956, Fire Engine No. 955 and Nash Rambler Fire Chief No. 257. **Sold for £120, Griffin's Auctioneers and Valuers, July.**



■ **Matchbox carry case (Ford GT40 illustration, darker blue) and inner blue trays**, including mainly 1-75 series, Corgi Juniors, etc., generally excellent to good in good plus case with strap handle (some corrosion). **Sold for £240, Griffin's Auctioneers and Valuers, July.**



■ **Matchbox Scorpions Mono Circuit set**, generally excellent to good plus in good fair box (fair lid with corner piece unattached), with Tornado (Porsche 910) car metallic copper including Scorpion and #45 decals, Pit Stop building, Scorpions catalogue. **Sold for £10, Griffin's Auctioneers and Valuers, July.**



■ **Matchbox 1-75 series Superfast Ford Capri No.54**, metallic cerise with off-white interior 5-slot wheels with towbar, generally excellent in good plus box (some light crushing). **Sold for £24, Griffin's Auctioneers and Valuers, July.**



■ **Dinky 194 Bentley Coupe Convertible**, light grey body with tan folded hood, maroon interior with driver, spun hubs. Excellent plus in excellent box. **Sold for £60, Vectis, July.**



■ **Dinky 918 Guy Van "Ever Ready"**, excellent plus in fair to good box. **Sold for £60, Vectis, July.**



■ **Chitty Chitty Bang Bang car**, 4 x figures (1 of them missing a hand), excellent condition. **Sold for £40, Vectis, July.**



■ **Hot Wheels (Mattel) Redliners "The Demon"**, metallic green body, black roof. Good to excellent in a factory sealed blister pack. **Sold for £70, Vectis, July.**



■ **Corgi No.416 Land Rover (109WB)**, 2nd issue, blue including plastic canopy, lemon interior, chrome spun hubs, tow hook, grey plastic aerial. Excellent in fair box (1 end flap is detached but presents). **Sold for £60, Vectis, July.**



■ **Corgi 416s Land Rover "RAC Radio Rescue"**, 1st issue, blue including metal tilt, silver trim, grey plastic aerial, flat spun hubs. Excellent plus in good box (there is a hole to 1 side of the box). **Sold for £90, Vectis, July.**



■ **Dinky 157 Jaguar XK120**, red body and ridged hubs with smooth tyres, silver trim. Good plus in good creased box with correct colour spot. **Sold for £30, Vectis, July.**



■ **Morestone Series "RAC" Patrol Motorcycle with Sidecar** black bike with blue box, figure rider. Good plus in fair carded picture box. **Sold for £45, Vectis, July.**



■ **Tri-ang Spot-On 289 Morris Minor 1000 Saloon**, sky blue body, red interior, mid-grey base, spun hubs. Excellent plus in poor to fair box. **Sold for £50, Vectis, July.**



■ **Corgi CC99155 "Scania @ Stobart Limited Edition" Set**, boxed, near to mint in excellent box. **Sold for £40, Vectis, July.**



■ **Corgi CC99188 "Stan Robinson" Set**, limited edition which comprises of a MAN TGA, DAF XF, Scania Topline, Kenworth Tractor Unit and Curtainside Trailer. Near to mint in excellent box. **Sold for £60, Vectis, July.**



■ **Dinky Trade Box No.60N Fairey Battle Bomber**, complete with all 6, silver with RAF roundels, plus 1 extra model. Fair to good in excellent, sun faded box. **Sold for £150, Vectis, July.**



■ **Dinky No.726 Messerschmitt BF109E**, camouflage light beige, green, pale blue undercarriage, battery operated. Excellent, carded base is excellent complete with unapplied decal and instruction sheets in good plus bubble. **Sold for £90, Vectis, July.**



■ **Dinky No.734 P47 Thunderbolt**, metallic silver, excellent plus in good packaging. **Sold for £130, Vectis, July.**



■ **Dinky No.739 Zero-Sen**, turquoise, with "Japanese" roundels. This battery operated issue is generally near mint in good plus bubble pack. **Sold for £80, Vectis, July.**



■ **Dinky No.730 "US Navy" Phantom**, with 2 x missiles. Excellent plus in good bubble pack with unapplied decal sheet. **Sold for £90, Vectis, July.**



■ **Dinky No.725 F-4K Phantom II**, finished in blue, pale blue undercarriage with 2 x missiles. Good plus in excellent packaging. **Sold for £80, Vectis, July.**



■ **Dinky No.718 Hawker Hurricane Mk.IIc**, finished in camouflage grey, green, with "RAF" roundels. Near to mint in good carded base, bubble pack is excellent. **Sold for £130, Vectis, July.**

Dear Editor

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WHAT'S IN A NAME...

■ **I WAS** very pleased to see the latest release from the Corgi Model Club, Corgi No.246, a beautifully executed, finely detailed model from surely Corgi's golden period and a most welcome addition. The only issue I have is that it is not a Chrysler Imperial, nor even a Chrysler "Imperial" as written on the box: it is a model of the 1965 Imperial Crown. Imperial was the Chrysler Corporation's luxury brand from 1955 to 1975 (with a slight return from '81 to '83) to compete with Ford's Lincoln and GM's Cadillac divisions: the Imperial name had been previously used for a Chrysler model but by 1955 it had become a marque in its own right. So, while yes it was built by the Chrysler Corporation, it would be no more appropriate for Corgi to call this the Chrysler Imperial than it would to name their Lincoln Continental a "Ford Lincoln" nor their (Rockets) Cadillac Eldorado a "General Motors Cadillac".

Funnily enough, Corgi actually made two models of the Imperial Crown, though I suspect unwittingly, because the very similar 1966 Crown was the basis of the Green Hornet's Black Beauty. But all this got me thinking about the many other mis-named models from not just Corgi but seemingly all the other toymakers of the period, and wondering why they found it necessary to "deviate from the script". Why, for example, did Corgi's Gift Set 10 feature, along with the trailer and boat, a Marlin Rambler when the car itself was a Rambler Marlin (or AMC Marlin from 1966)? Admittedly the original release was titled Marlin by Rambler but why go to that much trouble when Rambler Marlin is perfectly sufficient? You would hardly expect the #252 to be termed a "2000 by Rover". And why name their Ferrari 250LM as a Ferrari Berlinetta 250 Le Mans? It can't be denied that it was a berlinetta, nor that the LM stood for Le Mans but the actual car was never referred to thus so why not just 250LM? And as for their model of the De Tomaso Mangusta, why on earth waste all that ink incorrectly naming it the "Ghia 5000 Mangusta with De Tomaso Chassis". Again, it has truth in that it was styled by Giorgetto Giugiaro at Ghia but the car itself was never called the Ghia Mangusta any more than the Lotus Elan was called a "Ron Hickman S2 Elan with Lotus Chassis". I wouldn't be surprised if a child got bored halfway through it and went off to buy something else!



As I say, it wasn't just Corgi who did this. Matchbox referred to their model of the Ferrari 250GT Lusso as the Ferrari Berlinetta, probably confusing kids of the day who had bought the aforementioned Corgi. Again, not incorrect as it is also a berlinetta but why did they feel the need to change it? When it came to their #45 which they termed the Ford Group 6, that is admittedly confusing as this car had two names, being Ford P68 or Ford F3L but this seems to have baffled them so much they just reverted to describing it by the category in which it raced rather than using either correct appellation. At least these examples had some basis from which to fabricate their own names but when Dinky attempted to revise their Ford GT – as the first 12 prototypes of the GT40 were labelled by Ford – into the 1966 third iteration, how did they come up with the fictitious name "Ford 40-RV"? As far as I am aware, Ford have never built a car called a 40-RV and if they have, it didn't look like this.

My point is, what was wrong with calling all these what they actually were instead of inventing new names? There are so many more examples that I'm sure a whole magazine article could be written on the subject, or maybe a series, if someone wanted to devote their time to it.

Bob Allen, email

ED You make a very valid point Bob, and it would be interesting to find out why companies did this...

REGISTRATION NUMBERS

■ **IN** his "Feathers in our Cap" article in July's *Diecast Collector* Nigel Robertshaw wrote, "There was also a local independent [bus company] that operated a former Guy Arab demonstrator which still retained its 'GUY 3' registration; what might that be worth today?" I have been doing some research on the history of this number. Guy Motors had the registrations GUY 1-7 on various company vehicles. GUY 3 was originally put onto a 1948 Guy Arab 35-seater demonstrator in that year. In 1951 the mark was transferred to a 40-seater Guy Arab demonstrator. This was sold off to West Wales Motors complete with plate – I guess at some point the demonstrator had been used as a public service vehicle, so under the rules then applying the mark could not be transferred so Guy Motors could not keep the number. It passed through the ownership of a couple of independent companies

before being acquired by Samuel Ledgard of Leeds in 1957. They withdrew it in 1967. The number is now on a Jaguar XKR Coupe – transfers involving public service vehicles are now permitted. I would not like to speculate how much the number is worth.

John Harrison (Author of "The Number Plate Book")

ED Thank you John!



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



JOHNNY LIGHTNING

■ **I ALWAYS** enjoy Mike Piggott's articles – he covers the obscure and arcane corners of the diecast world. As a Johnny Lightning collector, I was very interested in his coverage of the "Truckin' America" series in the February 2024 issue – 10 vehicles issued in four series, 421-01 to 421-04, yielding 40 variations. Here is some extra information. I know Mike knows about the limited White Lightning issues – essentially what are commonly referred to these days as "chase" cars. These are "deliberate rarities" and do not appeal to everybody. Some part(s) of a White Lightning issue will be in white, be it interior, body, base, wheels or tires, or a combination thereof. I was surprised that he did not mention the White Lightnings, since there was one for every regular issue, which means there are actually 80 variations for the Truckin' America series. Although the White Lightnings look similar, there were differences in each issue. My Truckin' America interest is limited to the "59 El Caminos. In the photo below, top to bottom, are issues 421-01 to 421-04 with corresponding White Lightnings beside. As Mike pointed out, the five-spoke mag wheels changed between the second and third issues. Tires also went from plastic to rubber and included whitewalls. All White Lightnings have the later mags with rubber tires but no whitewalls. 421-01 and 02 had raw cast bases. 421-03 and 04 had chromed bases. This information may clear up any confusion for someone taking an interest in the Truckin' America series.

There are two outstanding US based websites that deal with Johnny Lightning: www.jlcollector.net for complete listings of all regular issue Johnny Lightnings, and www.lightninglane.com for a complete listing of all White Lightning issues, along with current values

Robin Godwin, Canada

A-Z OF DIECAST

■ **IN REFERENCE** to the *A-Z of Diecast* article in the August 2024 of *Diecast Collector*, I have a number of Greenlight models in 1/64 and 1/43 scales. None of them have plastic bodies contrary to the statement in the article that they are 'fitted with a metal chassis whilst bodywork is in plastic'. In fact Greenlight are one of the largest producers of Diecast models for the US and other markets.

Maz Woolley

HELP WITH GENEVIEVE

■ **IN RESPONSE** to Chris King's letter in reference to a model of the 1904 Darracq Genevieve...yes, they did make one.! There was a construction Kit by Airfix back in 1950s, as I have two of them which I built when I was at School. One I painted black with red stripes on the wings and a red chassis, the other is in yellow with black wings. I still have both of these models in my collection, which I would be willing to part with in the interests of such a worthy cause, if Chris is interested. I think my interest in Genevieve was that the film was made in the area that I live in, also Pinewood is also not far away.

I have been a subscriber to your magazine for a very long time but have not needed to contact you before but felt this was an emotional plea. Should Chris wish to contact me, I am willing to help if I can.

Gordon Reid

ED Thank you Gordon! We have passed your details on to Chris.

NEXT MONTH

OCTOBER '24
Issue 324

PLUS...

- New Model Spotlight - Part 2
- BBMF Hurricane in miniature
 - Models 'Then and Now'
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- **Theydon Bois**, Joe Lock, 07866 641215

10 AUGUST

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

17 AUGUST

- **Oxford**, Richard Atkins 01869 347489

18 AUGUST

- **Llangollen**, James & Jackson Events, 07967 681080 / 07904 777605
- **Kidderminster**, Tony Oakes, 01270 652773 / 07825 631323
- **Orpington**, SRP Toy Fairs, 07739 998012/07498 912091

24 AUGUST

- **Deeside**, Tony Oakes, 01270 652773/07825 631323

26 AUGUST

- **York**, Jim Corr, 07504 035955
- **Bridgenorth**, Tony Oakes, 01270 652773/07825 631323

27 AUGUST

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

1 SEPTEMBER

- **Malvern**, Bulldog Fairs, 07379 578083
- **Spalding**, J & J Fairs, 01522 880383
- **Tenterden**, SRP Toy Fairs, 07739 998012/07498 912091

8 SEPTEMBER

- **Rainton**, Jim Corr, 07504 035955

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

- **Walsall Wood**, Transtar, 01922 643385

AUCTIONS

3 AUGUST

- **Kings Langley**, Excalibur Auctions, 0203 6330193

6 AUGUST

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

8 AUGUST

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

12 AUGUST

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

19 AUGUST

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

23 AUGUST

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

28 AUGUST

- **Sedgemoor**, Greenslade Taylor Hunt, 01823 332525

29 AUGUST

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

30 AUGUST

- **Canterbury**, The Canterbury Auction Galleries, 01227 763337

31 AUGUST

- **Canterbury**, The Canterbury Auction Galleries, 01227 763337

2 SEPTEMBER

- **Crewe**, UK Toy & Model Auctions, 01270 652773/07825 631323
- **Runcorn**, British Toy Auctions, 01928 579032

5 SEPTEMBER

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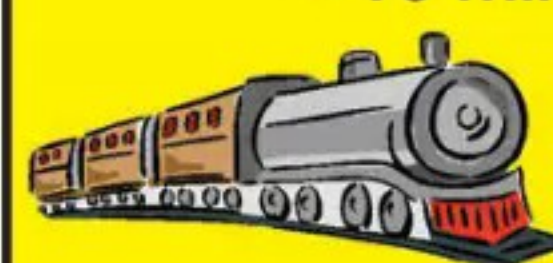
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A FEMALE PERSPECTIVE

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

Women in motor sport

For my birthday, I received a gift voucher for an experience which I was really looking forward to: a chance to drive six laps at the wheel of a Ferrari California at Ingliston race track near Edinburgh.

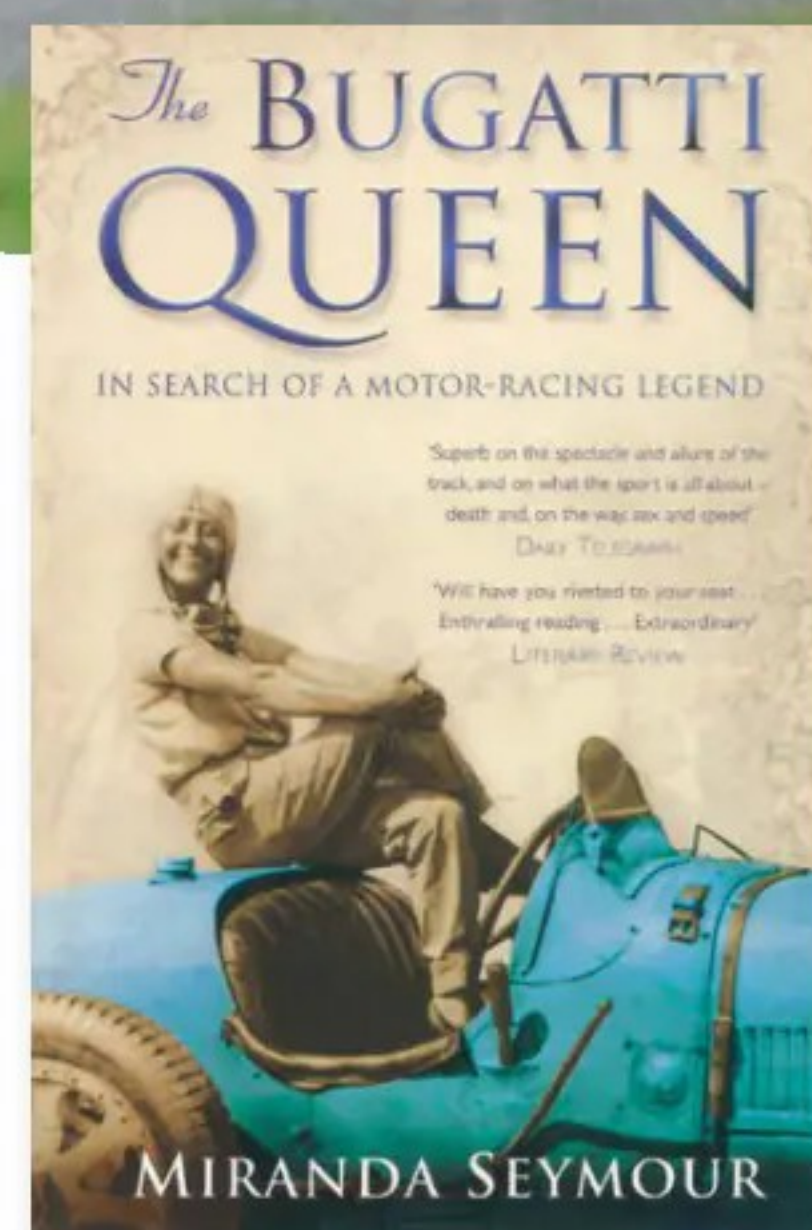
It has to be said that I was one of relatively few women trying out the cars – and I have to admit, definitely the oldest! It was, perhaps, not the best experience, as I hadn't accounted for the other five drivers racing round the track and I'm afraid I didn't break any speed records. Lewis Hamilton and Max Verstappen have no need to worry!

I began to consider the number of women in motorsport and, although it doesn't attract as much publicity as, for example, women's football, there are in fact plenty of ways in which girls are competing in motor racing today. The 'Iron Dames' have been entering all-female driving teams in the FIA World Endurance Championship and at the 24 Hours of Le Mans since 2020. Former driver, Susie Wolff (wife of the Mercedes Team Principal Toto Wolff) runs the F1 Academy dedicated to bringing women into motor sport and in the current season there will be all-female series running alongside F1 races on seven of the world's circuits.

Nevertheless, it remains true that no female driver is currently competing on equal terms with the men in Formula 1. Yet, a look back into motoring history shows that there's been no shortage of pioneering women in motor sport, of whom the most remarkable was a French woman called Hélène Delangle. Using the name Hellé Nice, she achieved world-wide fame in the 1920s and 1930s, not only by repeatedly winning the women's Grand Prix title, but driving for Bugatti and Alfa Romeo in major events where the other competitors were all male. After World War Two she found it difficult to get sponsorship and gradually sank into obscurity. Her story is told in a book by Miranda Seymour



Hazel's brief experience at the wheel of a Ferrari California did not mark the start of a career in motor racing!



ABOVE LEFT CMC's 1/18 scale Bugatti comes with a figure inspired by Hellé Nice. Photo courtesy of www.cmc-modelcars.de **ABOVE RIGHT** "The Bugatti Queen" tells the remarkable story of a female racing driver known as Hellé Nice who competed at the highest level in the 1920s and 1930s.

entitled *The Bugatti Queen*, which traces her sad decline from superstar status to death in poverty in 1984.

There's a 1/18 scale model of the Bugatti from CMC (which stands for Classic Model Cars, a German company founded in 1995 by Herbert Nickerl) and this comes with a figure of a female racing driver who is clearly based on Hellé Nice. This is very much a high-end specialist product, made up of a total of 926 separate parts to ensure that no detail is overlooked, from the 'fully functional compound springs on front and rear axles' to the wheels with their 'flange mounted

finned drums'. The seats are even made of real leather. Obviously, all this doesn't come cheaply: this particular version of the Bugatti was originally listed in 2019 at a price of 373 Euros (nearly £320) and was produced in a limited edition of 600.

While Corgi Vanguards and others are to be congratulated for making various models of rally cars associated with well-known female drivers such as Pat Moss and Ann Wisdom, I would say there is still potential for model manufacturers to explore the historical role of women in motor racing, particularly as far as more affordable 1/43 models are concerned. ■

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1:64

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1:18

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1:18

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Saab 900 Turbo, 1981
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1:43

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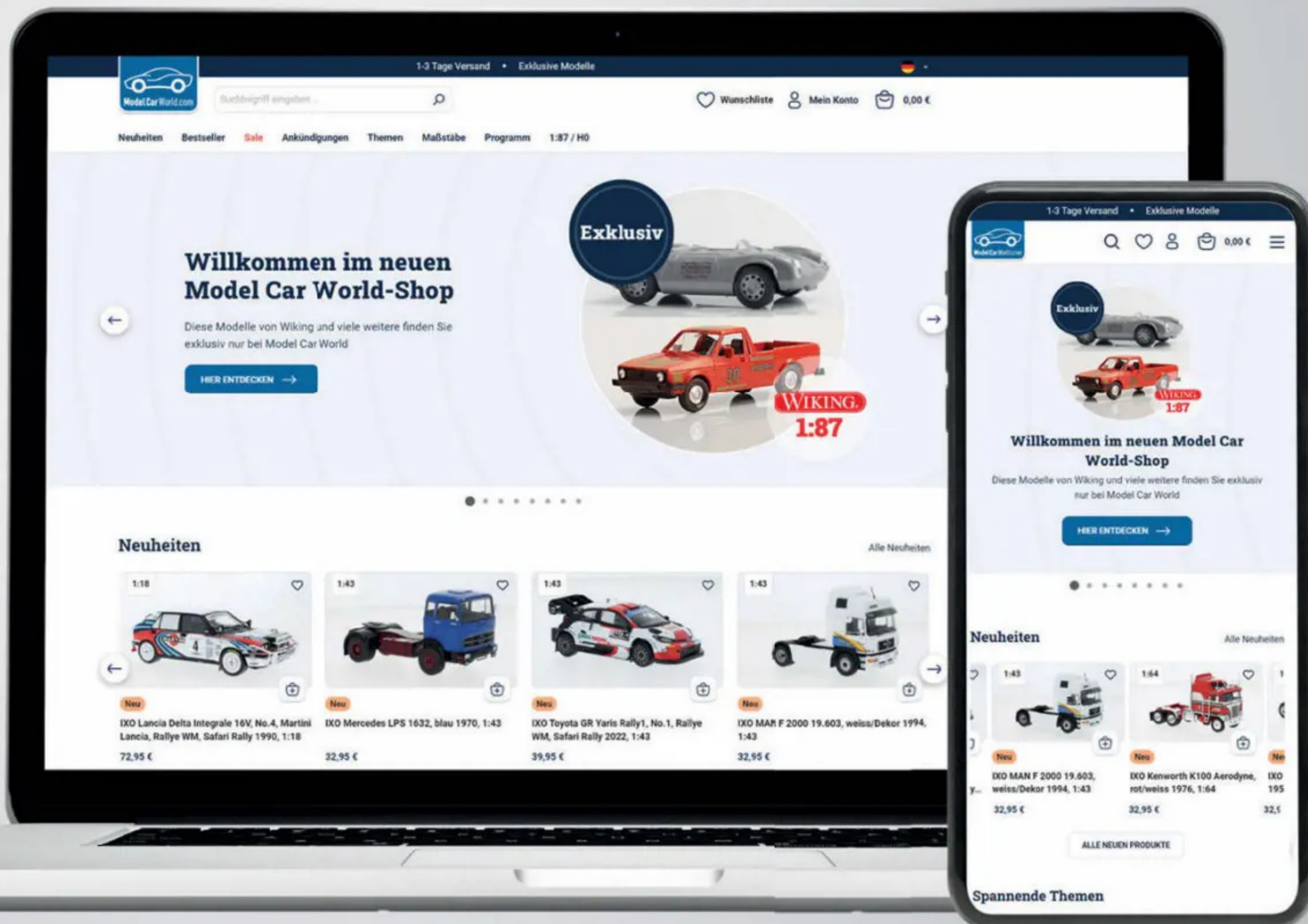


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1:64

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► All the range! Haulage, aviation, TV & film and many more!



► Almost made it! A look at the models planned but never built

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Value your collection



Welcome

Let us take you on a trip down memory lane. To be specific let us take you back to your childhood when amongst your many boxes of toys were Corgi models of all shapes and sizes. Over the last 60 years, since the Corgi name first came into existence, most of us have loved something made by this very British of brands.

So, to celebrate that landmark, we have pulled together this special 132-page anniversary issue looking at the origins of the firm, its development over the decades, the highs and lows, but most importantly the key models and ranges Corgi has produced.

Perhaps you loved the commercial vehicles, or the aviation models? Maybe the many fantastic cars or buses produced were your particular favourite? Or, like many, it was the models inspired by classic TV and film characters that excited you most. These pages are packed with memories of all of those.

Of course, to this day, many people (adults!) still collect vintage and new Corgi models and they are always on the lookout for that rare piece missing from their private collection. Maybe you've got it?

If you want to know just how much your models are worth we also have a 32-page section valuing all Corgi models at the back of this magazine. Why not value yours...you might be in for a very pleasant surprise!

CONTACT US...

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Cover image: Simon Snorkel Fire Engine, courtesy of Rick Wilson

Corgi TV & Film

PART 1

One of the successes of the Corgi Toys range during the 1960s was the introduction of diecasts modelled after actual cars appearing in popular TV series and movies



It all started with The Saint's Volvo P-1800 (258) that was released in the spring of 1965. Roger Moore, the archetypal English gentleman, played the role of The Saint in the very popular TV series with the same name. Corgi used the basic Volvo P-1800 (228), painted it white, added a driving figure with a tuxedo and the logo of The Saint on the bonnet. Three variations of this logo exist: in black on a white bonnet, in white on a red bonnet and in white on a blue bonnet. The last version is scarce and in total 1,159,000 (+ 1969 sales) cars were sold. A huge success for a relatively simple car.

In October 1965 Corgi released the even more successful James Bond Aston Martin DB5 (261). Using

the existing Aston Martin body (218) which was actually a DB4, Marcel Van Cleemput and his staff cramped the model with three features not shown before: ejector seat with flip-up roof, rear bullet-proof shield and flick-out overrides and hidden machine guns. The figure of James Bond nicely resembles Sean Connery who drove this car in "Goldfinger". Also "the baddie" appears to have walked in directly from the picture: an Asiatic gunslinger in a blue overall. A total of 3,974,000 (+ 1969 sales) were sold.

In January 1966 The Avengers Set was released as Gift Set 40. A great set of two cars that were already available in the Corgi range and could be converted with little modification into a new TV related Gift Set: the 1927 3 litre Bentley

Above: The Saint's Volvo P-1800 (258) with its "civilian" predecessor (228)

(9002) and the Lotus Elan S2 Roadster (318). The figures of John Steed (Patrick Macnee) and Emma Peel (Diana Rigg) were of course included. Emma in her very '60s white trouser suit and French beret, with John in a classic Saville Road outfit and bowler hat. A wonderful diorama offers ample room for both cars, Emma Peel standing next to her car and Steed's 3 umbrella's. On the back of the diorama there is an "in depth" story telling that the cars of cinema and TV heroes and heroines were chosen with great care to fit the characters. 190,000 (+1969 sales) passed the counter.

By already having a basic model at hand that could be re-engineered to fit a special edition, the Oldsmobile "The man from U.N.C.L.E. (497), released in August 1966, showed once again Corgi's

prowess. The pre-existing Oldsmobile Super 88 Sheriff Car (237) and standard saloon version (235) formed the basis for this “Trush-buster” as used in the successful TV-series that started in September 1964. Napoleon Solo at the wheel and next to him Ilya Kuryakin, both firing their guns from the side

was used in the BBC TV series *The World of Wooster* and Corgi happened to have one on stock. Marcel Van Cleemput considered the model somewhat of a flop as sales in 1967 only reached 34,000. Nevertheless a clever extension of the production life of this wonderful Bentley! With some small modifications

“...the Batmobile racing through the cave, slashing a chain with the blade up front, at the same time firing rockets from behind

windows. Of great detail are the 3 bullet holes in the front screen. According to the text on the diorama U.N.C.L.E. stands for United Network Command for Law and Enforcement, an “organisation pledged to protect the welfare and interests of people and nations anywhere in the world from the forces of evil”. So you could say the armed wing of the United Nations. The Headquarters of U.N.C.L.E were situated a few blocks away from the United Nations building. A blue and a more scarce white version of this car are known. Total sales: 1,479,000 (+1969 sales).

Another TV and film related blockbuster was the Batmobile (267), released in October 1966. Around 5 million Batmobiles were sold, becoming the best selling car for Corgi. The figures of Batman (alias Bruce Wayne) and Robin The Boy Wonder are included. The first version of the Batmobile had gold hubs and red bat emblems. The diorama coming with this first type is full of action, the Batmobile racing through the cave, slashing a chain with the blade up front, at the same time firing its rockets from behind the cockpit. On the back of the diorama the Batman story is summarized in English, French and German.

February 1967 saw the release of the *The World of Wooster* Bentley (9004), identical to the Bentley in the Avengers Gift Set. There is some doubt whether Bertie Wooster and his manservant Jeeves who played the leading parts in the famous books by P.G.Wodehouse, drove a Bentley. In any case, a Bentley

Corgi generated another nice Gift Set from existing models like Batman's Batmobile and Batboat (Gift Set 3), issued in June 1967. Take the original Batmobile (267), fit a tow hook, add the hull of the Dolphin 20 Cabin Cruiser (104) with a new superstructure, large fin and Batman logo, use the Wincheon Trailer in a shortened version, equipped with square mudguards and two springs to clip on the Batboat, paint the trailer gold, add some operating and secret instructions and a new Gift Set is born. With sales figures over 1.5 million to boot!

The James Bond Toyota 2000 GT (336, October 1967) was again a wonderful film related model. This time from the Bond film *You Only Live Twice* in which a young Sean Connery is rescued by Aki Wakabayashi of the Japanese Secret Service, from Osato's gunmen in a cream white Toyota 2000 GT Convertible. The Toyota only existed as a saloon, two convertibles were especially made for the picture and one is still surviving in the Toyota museum. The special feature is of course the rocket firing mechanism in the boot. It sold a total of 768,000 (+1969 sales).

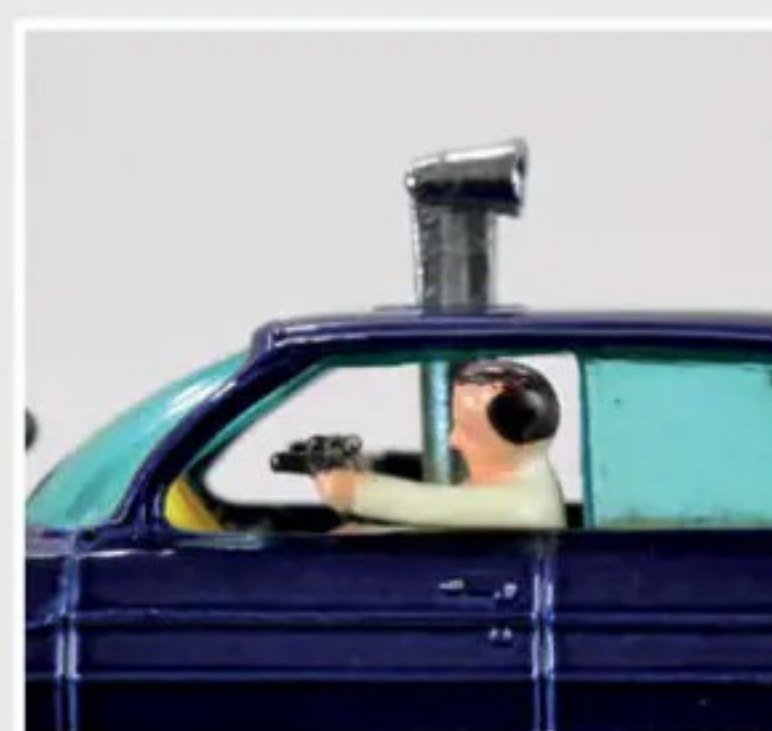
Daktari was a big success on British television and November 1967 saw the release of the Daktari Set (Gift Set 7). Once again it appeared a lucky coincidence that Corgi had the Land Rover (438) used by Dr Marsh Tracy already in the range. It only needed some restyling with zebra striping and the addition of figures of the doctor,

Judy the chimpanzee, a tiger on the bonnet instead of the spare wheel and the doctor's assistant Paula sitting astride Clarence, the lion. The box has an appealing top card showing Clarence, the doctor and Paula. On the back Judy shows an elephant with a dental problem the way to the Wameru Sub-district hospital.

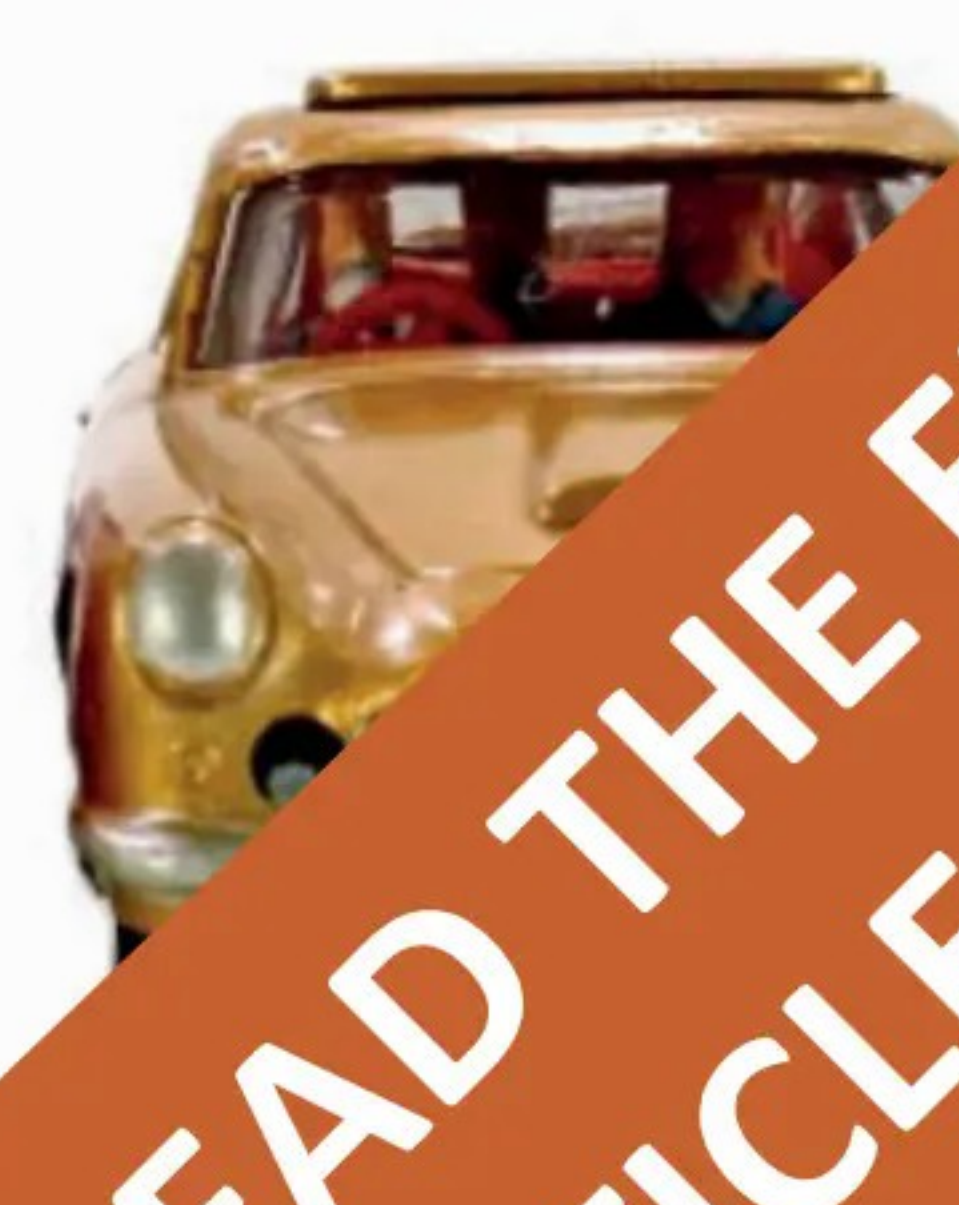
The Green Hornet's Black Beauty (268), released in November 1967, and selling 345,000 (+ 1969 sales) was based on an American TV series. Although the Green Hornet had the lead in the series, in real life the actual hero turned out to be Kato, played by Bruce Lee. It was the first time that his Kung Fu fighting style was seen outside the movie theatres of Chinatown. The masked figures of the Green Hornet and Kato are seated in the back and behind the wheel. The Green Hornet fires his gun from the open window. Together with the rocket firing platform behind the grill at the front, the boot with a launch pad for plastic radar scanners, green windows and an enormous Green Hornet logo on the roof. This is a great, but possibly somewhat underrated, model.

The second version of the famous James Bond Aston Martin DB5 (270) was issued in February 1968. It now had the correct silver spray and with added features compared with the first issue of October 1965 (261). It had sales of 1,172,000 (+1969 sales). The added features were the three-sided revolving number plates at the front and the rear, and the fitting of tyre slashers in the rear wheels.

Another make-over of the Land Rover (438), was in the style of the Daktari Set. Now white with the same black striping, brought the Lions of Longleat as Gift Set 8 in August 1968, with 357,000 (+ 1969 sales). Included are a warden standing up from the cabin through a manhole



From the top down: Napoleon Solo takes a shot at the bad guys; Batmobile (267); “The World of Wooster” Bentley (9004) with blundering Bertie Wooster and his clever manservant Jeeves; Aki Wakabayashi at the wheel, one of the scarce lady drivers in the Corgi range; Chitty Chitty Bang Bang (266). **Below:** James Bond Aston Martin DB 5 (261) with its “civilian” predecessor (218)



READ THE FULL ARTICLE HERE

Shaping the Diecast Hobby

Paul Lumsdon meets the man who spent 50 years designing for Corgi

To my mind one of the keys to the success of any leading brand is good product design. Here, Corgi has been uniquely lucky. From its conception, and throughout the decades, Corgi has been known for innovation in diecast design and has led the way for others to follow. It is no coincidence that for nearly 50 of those 60 years, there was one constant factor underpinning the excellence of Corgi design – and that constant was Terry Fox!

I recently caught up with Terry at his home in Northampton, where he is now happily retired and enjoying more time travelling (he has a son in Canada), walking, gardening and generally enjoying life!

Terry started working on Corgi Toys as a young apprentice in September 1963. He was employed by Corgi's parent company, Mettoy, at their design offices in Northampton. It was a five year apprenticeship which saw Terry initially working in the tool room and progressing through various other departments as he learned about all aspects of toy production. For his final six months he was moved to the drawing office and introduced to product design.

His first job was to design moulds. As Terry says; 'you really need to understand how moulds work in order to be able to design successful toys'. After successfully completing his apprenticeship Terry remained



Terry Fox and some of the US Fire Engines produced in 2000. Nearly forty years after joining the company Terry he played a key role in the design of this new bespoke range.

in the drawing office and started working on full product designs. His mentor at this time was Corgi's Chief Designer, Marcel Van Cleemput, who taught him all aspects of diecast model design, from initial research, measuring and photographing a vehicle, right through to individual component design.

The 1970s were challenging times, not only for Corgi Toys, but for all of Mettoy's

brands and in 1981, after posting record losses, the Northampton site was closed as all production moved to the company's Swansea factory. Rather than re-locate Terry and a small group of designers set up their own office in Northampton and continued to work independently, but exclusively on Corgi toy design work.

At the end of 1989 Corgi was bought by US toy giant Mattel and the offices were moved to Leicester whilst production was transferred to China. At this point Terry decided to move on and work for himself. He set up his own design studio at home and through his contacts he was lucky enough to be invited to work as a freelance designer for Mattel on Corgi's new ranges.

Further change came in 1995 when Chris Guest, head of Corgi within Mattel, led a successful management buyout and set up Corgi Classics, based in Leicester. He immediately contacted Terry and persuaded him to join the new venture as his Design Manager. Terry accepted and began the next phase of his career.

With production offices in Hong Kong and factories based in mainland China Terry's role became split. Research and design work was completed in the UK and then the design 'packs' were handed over to the far east team. To ensure everything was properly interpreted and actioned, Terry made regular trips to Hong Kong and into the factories to check the designs and product quality. This threw up some new

Classic US Fire Engines



challenges for Terry as he explains; 'In China the factories were very labour intensive so assembly times became critical. It was therefore essential to ensure designs were as simple as possible to maximise efficient production and keep the costs down'.

In 2000 Corgi established a new team in the USA and again Terry took on a key role in the design of the bespoke new US ranges. He made several trips to the Corgi Chicago offices and

travelled to various parts of the USA researching primarily US fire, bus and truck ranges.

In 2008 Corgi was sold to Hornby Hobbies. Terry remained as part of a small Leicester based team working on Corgi designs for three more years until in 2011 Hornby moved the brand to its Margate offices. Terry was made redundant, just one year short of his official retirement, and having worked on the Corgi brand for 48 years in total. ●



Classic US Fire Engines

CAREER HIGHLIGHTS

STAND OUT MODEL

'This has to be the Monkeymobile from 1968. It was the very first model that I designed in its entirety so it has a special place as a career highlight.'

STAND OUT MOMENT

'Working with Marcel Van Cleemput on the Tyrrell 6-wheel Formula 1 Race Car in 1976. Not only was it a remarkable vehicle but whilst at Tyrrell's works we also caught sight of Concorde flying by for the very first time.'

FAVOURITE RANGE:

'The US Fire range. I think it was the finest range I ever designed but possibly also one of the most under-rated. The US team never achieved the sales success I feel this range deserved.'

CAREER ACHIEVEMENT

'I designed every Corgi OOC (original OOC Collection) bus model from launch until I left in 2011.'

SUMMARY

'I am so lucky. I consider myself a very lucky job in the world. I have met some great people, met some great places, met some great people and all to help me. What job could I have been a part of?'

READ THE FULL ARTICLE HERE

.60th Anniversary range



To celebrate its very significant birthday, Corgi announced a range of limited edition models. **Rick Wilson** takes a closer look



Featuring some of the most famous vehicles and liveries from the air and on the road, the collection is presented in specially designed commemorative 60th Anniversary packaging and all have prices significantly lower than its regular range releases.

The initial announcement comprised ten models but in early 2016 Corgi added a 60th anniversary van model, in a similar vein to the Bedford van released to commemorate its 50th in 2006, which is only available via Corgi's website.

AA27603 Hawker Hurricane Mk.I V7357/SD-F, Sgt. J.H 'Ginger' Lacey, RAF No.501 Squadron, Gravesend, Sep 1940

Scale: 1/72 Price: £24.99

The exploits of the glorious 'Few' during the Battle of Britain are the stuff of legend and standing right at the head of this illustrious group of men was James 'Ginger' Lacey, Hurricane pilot and proud son of Yorkshire. Flying throughout the Battle of Britain, Lacey was credited with eighteen aerial victories, making him the second highest scoring British fighter ace of the Battle – each of these victories was gained whilst flying the trusty Hawker Hurricane. This latest Hurricane release

is an essential addition to any Battle of Britain collection.

The Hawker Hurricane is arguably the most important aircraft in the history of the Royal Air Force, specifically as it heralded the development of the modern, monoplane fighter. It combined the finest construction techniques already in place with the best biplane aircraft and was relatively easy to manufacture - the Hurricane was certainly the right aeroplane at the right time and in Britain's hour of need, proved to be absolutely crucial. During the savage dogfights of the Battle of Britain, the Hurricane accounted for more Luftwaffe aircraft destroyed than all other British aircraft combined. A magnificent gun platform, the Hurricane could also absorb significant battle damage and still bring its pilot home – this was critical in Britain's eventual success and was rather reassuring for the Hurricane pilot.

AA36012 BAE Hawk RAF Red Arrows

Scale: 1/72 Price: £29.99

Providing advanced pilot and weapons delivery training for a new or converting student pilot is perhaps one of the most important duties undertaken by any of the world's air forces. For Royal Air Force students, this means many



“ It combined the finest construction techniques already in place with the best biplane aircraft and was relatively easy to manufacture

hours spent in the cockpit of the British Aerospace Hawk advanced jet trainer, which has now been in service for forty years. Replacing the diminutive Folland Gnat trainer, the Hawk proved to be a highly adaptable and extremely reliable aircraft in service, with large numbers serving with the RAF and many overseas air forces. Perhaps the Hawk is most famous for its association with the world famous Royal Air Force Aerobatic Display Team, the Red Arrows, who enjoy a reputation for excellence the world over.

AA39211 Supermarine Spitfire
Mk.I R6800/LZ-N, Sqn. Ldr.
Rupert 'Lucky' Leigh RAF No.66

Top, left to right:
JAA27603 Hawker
Hurricane, AA39211
Supermarine Spitfire
and AA36012 Red
Arrows BAe Hawk

Opposite page:
OM46310 Classic
Routemaster

Below: CC16602 Eddie
Stobart Volvo FH
Curtainside

Squadron, Gravesend, Sep 1940
Scale: 1/72 Price: £24.99

For young British pilots in the late 1940s, the most exciting and enigmatic aircraft that they could possibly hope to fly was the new Supermarine Spitfire. The absolute pinnacle of aviation technology at that time, the Spitfire was a thoroughbred in every sense of the word and simply a beautiful aeroplane to look at. Just a few short months after the Spitfire entered RAF service, it would be called upon to fight for the very survival of Britain and the free world, as swarms of Luftwaffe aircraft launched massed attacks against RAF airfields and strategic targets across southern England. The handsome

Spitfire would have to bare its teeth and take on the feared Messerschmitt Bf 109!

CC16602 Volvo FH, Curtainside Trailer, Eddie Stobart
Scale: 1/50 Price: £84.99

With 2,200 units, over 3,200 trailers and in excess of six million square feet of warehousing, Eddie Stobart is one of the most recognisable names in haulage and distribution. The company's entire fleet of vehicles would stretch over fifty miles in length if they were all to travel in convoy.

This new tooled Volvo FH carries the famous Eddie Stobart logo and livery, and has been designed using



Corgi's advanced CAD system to ensure every detail is accurately replicated.

DG25005 Corgi 60th Anniversary Model Van – Website Exclusive

Scale: Fit The Box

Price: £9.99

To celebrate its special birthday Corgi has produced a charming little van in a commemorative livery with special 60th Anniversary packaging. The van was produced as a gift for its retailers to mark the anniversary at the trade shows in January 2016, however a limited number have been made available exclusively on the Corgi website - so this is sure to become a collector's item! Each limited edition model is supplied with a uniquely numbered certificate of authenticity.

OM46310 Classic Routemaster, London Transport

Scale: 1/76 **Price:** £19.99

The Routemaster was designed and built in London by AEC and Park Royal Vehicles specifically for London Transport use. Although conventional in appearance, the design was technically sophisticated, featuring innovative construction techniques, braking systems and semi-automatic transmission. Featured on tourist souvenirs all around the Capital, the traditional red Routemaster is perhaps one of the most famous images of

London with many examples of this iconic vehicle still in existence all over the world.

OM46613 New Routemaster, London United, Route 9

Scale: 1/76 **Price:** £19.99

The New Routemaster is a hybrid diesel-electric bus which primarily operates in central London. Designed by Thomas Heatherwick and Wrightbus, the New Routemaster features a 'hop-on hop-off' rear platform, updated to meet the requirements for modern use. Route 9, seen here en route to Hammersmith, features advertising for the world famous *The Book of Mormon* satirical musical by South Park creators Trey Parker and Matt Stone. This West End smash was named Best New Musical at

Above: DG25005 60th anniversary van alongside its Bedford CA counterpart from 10 years ago

the 2014 Laurence Olivier Awards.

VA02538 Austin Mini Cooper S Surf Blue

Scale: 1/43 **Price:** £14.99

When launched in 1959, designer Alec Issigonis' Mini revolutionised the automotive industry by pioneering the mass production of front-wheel-drive transverse-engine cars. Then Formula 1 World Champion team owner John Cooper, a friend of Issigonis, immediately saw its nimble handling as an opportunity to create a powerful competition car and, after building a prototype, persuaded BMC's bosses to produce it. It was launched in 1961, started winning races and rallies immediately, and became the cool must have car of the 1960s, selling in much

Below: OM46613 New Routemaster



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