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OF GREAT BRITAIN

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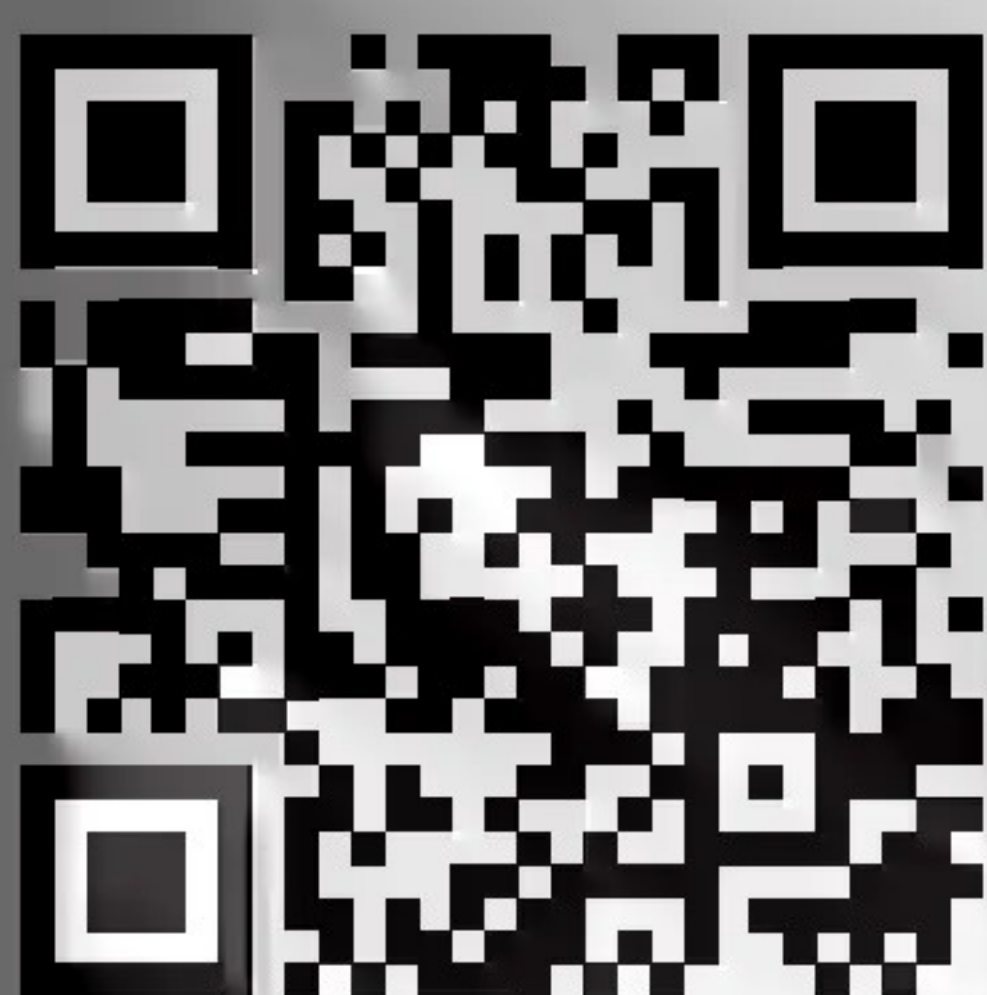


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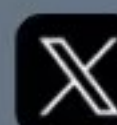


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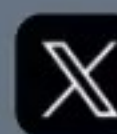


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NEWS

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BUSINESS UPDATE FROM OXFORD DIECAST

EARLY December marked a significant milestone for Oxford Diecast as ownership transitioned from Hornby Hobbies back to a family-run business under EKD Enterprises. The company is now owned by Lyndon Davies, founder of Oxford Diecast, alongside his wife, Catherine Davies, and their daughter, Eloise Davies.

Oxford Diecast has an illustrious history, having been established in 1993 by Lyndon Davies. In 2017, Hornby Hobbies acquired a 49% stake in the company, taking full ownership by purchasing the remaining 51% in 2021. However, the recent change restores the brand's roots as a proud family business.

Eloise Davies, who has been serving as the Managing Director since 2017, expressed her excitement about the future: "We are thrilled to continue working in the industry we love. Our gratitude goes to Hornby Hobbies for their stewardship over the years, and we look forward to an exciting new chapter."

The company is set to unveil a product update in January for both Oxford Diecast and Oxford Rail, accompanied by a fresh catalogue. This development promises a bright future for the beloved brand under the leadership of its founding family. ■

COVENTRY DIECAST MODEL CLUB MARKS 50TH ANNIVERSARY

THE Coventry Diecast Model Club will celebrate its golden anniversary in February 2025.

Founded in 1975 by Paul and Hilary Kennelly and friends in their Whitley, Coventry home, the club rapidly expanded its membership and began organizing toy fairs and trips for collectors. At its height, the club boasted a global membership of around 320 enthusiasts.

While the club originally focused on diecast models, it has always welcomed collectors of models made from various materials, including cardboard, tinsplate, and resin.

Today, though its membership has declined like many similar clubs in the UK, the Coventry Diecast Model Club remains active. Monthly in-person meetings are held at the Air Museum in Baginton, typically on the first Wednesday, while virtual meetings take place on the third Wednesday of the month.

The club is eager to welcome new members, with no charge for first-time visitors. For more details, email wheelspineditor@outlook.com. ■



NEW MODEL RELEASES ANNOUNCED BY ESVAL

FOR avid collectors of high-quality resin scale models, Esval Models has delivered some exciting news. The renowned manufacturer has announced an impressive lineup of brand-new models, limited variants, and colour options that will have collectors clamouring for space in their display cabinets. With new releases spanning iconic cars from Europe and America, Esval Models is set to make the next few months an exciting period for model enthusiasts.

Leading the pack of new releases are two versions of the exquisite 1952 Bentley R-Type Continental, featuring Abbott coachwork. Esval also introduces four versions of the elegant 1950 Talbot-Lago T25 Record Convertible and seven renditions of the stylish 1961 Buick Le Sabre in sedan, coupe, and convertible formats. These models are expected to roll out in stages, with the first versions



already hitting the market and the remainder arriving within the next two to three months.

Esval is also introducing 64 limited variants, each produced in runs of just 125 units. Highlights include the 1936-1940 Mercedes-Benz 260D W138 Pullman Landaulet as Berlin taxis, plus new versions of the 1948-54 Delage D6-3L Autobineau Sedan, 1947 Cisitalia 202 Farina, 1963 OSCA 1600 GT Fissore Convertible, and 1939 Delage D6-70 Letourneur & Marchand Cabriolet. The Fissore-bodied Fiat 1500 Coupe arrives in bold



red or blue.

March and April will see even more additions. The Delage Autobineau Saloon expands with police and taxi versions, while American classics like the 1959 De Soto Firedome Sedan and 1958 Edsel Roundup Wagon appear in police, fire, and ambulance liveries. European releases include the 1934-36 Adler Trumpf 4-Door Saloon in Berlin and Vienna taxi formats.

British enthusiasts will appreciate the 1936 Humber Super Snipe as an RAF staff car, police vehicle, or hotel taxi.

American highlights include the 1953 Kaiser Carolina 2-Door, 1930 Ford V8 in police variants, and 1956 Chevrolet Handyman Wagon in police, ambulance, and fire versions. The 1951 GMC Pickup debuts in Coca-Cola, Jack Daniels Whisky, Shell Oil, and classic red liveries.

Modern collectors can look forward to the 2010 Devon GTX Coupe in three new colors with rear spoiler options, alongside vintage classics like the 1935 Mercedes-Benz 540K Saloon and 1953 Allard K3 in British Racing Green or red. ■



HOT WHEELS CROWNS 'LA LIEBRE' THE WINNER

MATTEL has announced the 2024 winner of the Hot Wheels Legends Tour, the world's largest travelling car show, during the virtual Global Grand Finale held in November. After taking home the top spot during the 2024 Chilean tour stop, a home-built race car, nicknamed La Liebre, secured the global victory and will be inducted into the Hot Wheels Garage of Legends. The Hot Wheels design team will now transform the life-sized car into a diecast car for collectors and fans to enjoy in 1/64 scale.

In 2013, Giuseppe Casagrande and Maurizio Moschini co-founded Cars and Coffee Chile as a nonprofit organization to grow the car community and culture in Chile. The La Liebre project began as a method of promoting their organisation and engaging local automotive enthusiasts. After acquiring the Falcon, a custom-built Chevrolet 350 motor producing 600 horsepower was installed and mated to a Saenz 910 five-speed transmission with straight cut gears. The original chassis was heavily modified by Baufer Garage and currently consists of a tubular frame and roll cage. The La Liebre weighs just over 900kg, thanks to the tube chassis and custom fibreglass body that was developed to maximise aerodynamics. A blend of classic style and modern performance, designed for pure speed, the La Liebre impressed and inspired the judges not only with its looks but its role in the Chilean automotive community.

Celebrating car builders and enthusiasts around the world in their drive to be legendary, the 2024 Hot Wheels Legends Tour travelled through 13 countries with 11 regional stops in the United States. New Tour stops for 2024 included visits to Colombia and the United Arab Emirates. The Hot Wheels team and local automotive personalities evaluated more than 5,000 vehicle entries with millions of event attendees around the world. The UK's finalist, 'Mentley' – a modified Mini, was selected for the Global Grand Finale, the fourth consecutive year a UK entrant has reached the final stage.

To learn more about the Hot Wheels Legends Tour, visit www.HotWheels.com/Legends. ■



CULT SCALE MODELS UNVEILS 1938 BENTLEY 4.25 LITRE TOURER

CULT Scale Models has just released its stunning replica of the iconic 1938 Bentley 4.25-litre open tourer, featuring classic Vanden Plas bodywork. This beautifully crafted model is now available in three striking colour variations.

For fans of sleek sophistication, the maroon version comes complete with a folded-down windscreen, embodying the vintage car's charm and timeless

elegance. Alternatively, the gold and dark green models boast an erect windscreen, further highlighting the detailed craftsmanship that Cult Scale Models is renowned for.

Priced at £175 each, collectors can place orders now through British Heritage Models (www.britishheritagemodels.co.uk), or your preferred retailer. ■

MATRIX ROLLS ROYCE

MATRIX Models has announced a forthcoming release of the iconic Rolls-Royce Phantom VI Landaulette in 1/43 scale. This stunning model comes in three customer-commissioned versions: a 1972 silver/black for Gabonese President Omar Bongo, a 1973 maroon version for Mrs.V. Gillard, and a 1975 pale blue/white model for H.R.H. Princess Nora Mohsen al-Angari.

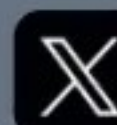
The Phantom VI, with HJ Mulliner coachwork, first debuted on the Phantom V, is renowned for its convertible rear design, ideal for state occasions.

Matrix has also revealed the 1934 Maybach Zeppelin DS8 Cabriolet by Spohn, available in black/bronze, white, and maroon. Prices for both are yet to be announced.

Order now through Spacraft Models (www.spacraftmodels.co.uk), or your preferred retailer. ■



NEWS

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ALLENTOWN ANTIQUE TOY SHOW

Charles Barnett fulfilled a minor ambition while he was Stateside...

MANY dealers and collectors from Europe as well as the USA, have told me that this annual show, held the first Saturday in November, is one of the best in the US for traditional diecast, tinplate toys and models. All have told me I should visit and this year I was fortunate enough to do so... I was very impressed!

In one large hall of the fairgrounds complex in Allentown, on the Pennsylvania/New Jersey border, some 250 – 300 dealers displayed a huge and mouthwatering selection of toys of all kinds; diecast, tinplate, cast-iron, pressed steel, plastic, and other materials. Many were in top condition and clearly some folk save their best items for this event. Prices were generally in keeping with European ones, and of course, condition was a major determining factor. I picked up

a Bandai battery-operated Rolls Royce Silver Cloud saloon, in good but unboxed condition, for \$75.00. While a Dinky Healey Sports Boat & Trailer in the usual green/cream, mint and boxed, and a Startex Sunbeam Alpine, in good but unboxed condition, both had a price of \$45.00 attached.

If you're serious about old toys in top condition, this is an event well worth considering, if you're able to make the trip. It's not very far from New York and its airports, and a fairly easy drive, so it could be combined, maybe, with an early Christmas-shopping trip to The Big Apple.

There's no show website, but there is a Facebook page, just search for "Allentown Antique Toy Show", and take a look. I think you'll agree with me, this is a wonderful show. ■



NEXT MONTH

MARCH '25
Issue 329



MINI GT 007 Collection

Announced in January 2024, more details are emerging fast about this exciting new range coming soon.

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- Models both 'Little & Large'
- A-Z of diecast collecting
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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.

SAY "THANK YOU" TO HONDA WITH MINI GT'S PAIR OF RED BULL RACERS

The 2021 Turkish Grand Prix, held on 10 October, was memorable for many reasons.

It is, to date, the most recent race run at the Istanbul Park circuit, in the Tuzla district, having been dropped from the race calendar from 2022 onwards. It was the ninth time the F1 circus had visited the track and the second consecutive year it had been drafted in as a replacement circuit for events postponed due to the ongoing pandemic. This time it was replacing the Japanese Grand Prix.

The race, run in damp conditions, was inevitably pretty eventful, but one team made sure that its cars stood out above all of the others, and not just by finishing second and third. On the Wednesday ahead of practice and qualifying, Red Bull Racing announced that it would be sporting a unique design for the weekend's proceedings. The event should have been Honda's final Japanese Grand Prix, at Suzuka, and with the manufacturer pulling out of F1 at the end of the season, Red Bull wanted to pay tribute to its engine supplier. Red Bull Racing would take over the intellectual property of Honda's V6 hybrid power units for the 2022 season, forming its own engine division called Red Bull Powertrains.

The new-look cars, in a one-off livery just for this race, retained the red Red Bull branding, the yellow airbox and blue rear wing, but was otherwise switched to a largely white background. The driver numbers were also placed on a red roundel, representing the Japanese flag. Additionally, the cars carried Japanese writing, reading *ありがとう* ('arigato' - 'thank you') on the sides of the cars and the back of the rear wings.

Red Bull's lead driver, Max Verstappen, headed into

MINI GT
Red Bull Racing
RB16B 2021 Turkish
Grand Prix

SCALE: 1/64

PRICE: 19.99 each

REF: MGT00679 (#33 Pérez) & MGT00680 (#11 Verstappen)

www.clevelandsdiecast.co.uk

BELOW RIGHT The cars both carried the Japanese message 'arigato' ('thank you') on the sides of the cars and the back of the rear wings.

the weekend chasing an eighth win of the year in his bid to reclaim the lead of the drivers' championship from Lewis Hamilton. Hamilton, driving for Mercedes, set the fastest lap time in qualifying, but started 11th after the application of grid penalties. This promoted his team-mate, Valtteri Bottas, to pole position. Bottas won the race, with the fastest lap, with Red Bull drivers Max Verstappen and Sergio Pérez finishing second and third.

Just arrived, from MINI GT, are the first examples of the 2021-season RB16B. This initial pair feature the special livery raced in Turkey, rather than the team's usual dark blue. Both models carry the correct livery, bearing all the changes made to the cars for this one race, including the Japanese lettering to the sides and rear wing.

The detail on these 1/64 scale replicas is really quite something to behold. Everything is there, right down to the wet-weather tyres, rather than slicks, used by the cars during the race. Each car features a driver figure in the cockpit and is wonderfully finished throughout.

So get your grid off to a flying start with this superb pair of contemporary racers! ■



ABOVE Red Bull's cars wore this special livery in tribute to Honda's racing pedigree and both are fitted with wet weather tyres, as used during the race.



MATRIX MODELS
1969-74 Austin 1300 GT – Blaze
SCALE: 1/43 PRICE: £110
REF: MX30110-041

Terrific little model of the souped-up version of B.M.C's 1100/1300, with all the detail relevant to that version, like the vinyl roof, side trims and wheel trims.

www.matrixscalemodels.com



MATRIX MODELS
1969-74 Austin 1300 GT – Aqua
SCALE: 1/43 PRICE: £110
REF: MX30110-042

This version of the 1300 GT is in turquoise, with black vinyl-effect roof and black interior. All the detail is there inside and out like the exhaust rear section.

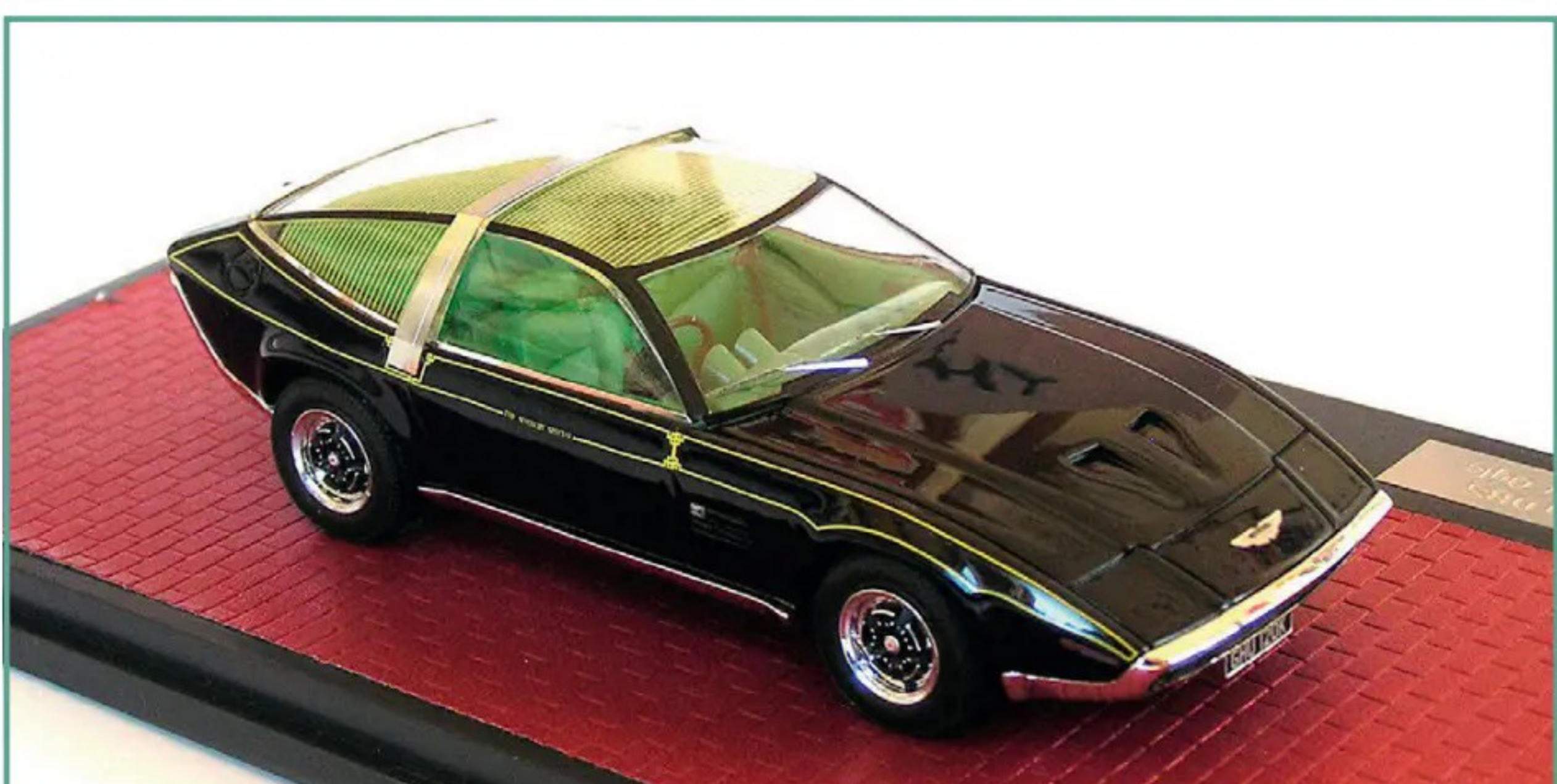
www.matrixscalemodels.com



MATRIX MODELS
1969-74 Austin 1300 GT – Black Tulip
SCALE: 1/43 PRICE: £110
REF: MX30110-043

The third variant of the 1300 GT is in purple, with that black vinyl roof and interior, and has the same high level of detail as its companions.

www.matrixscalemodels.com



MATRIX MODELS
1972 Aston Martin DBS "The Sotheby Special" - Blue
SCALE: 1/43 PRICE: £110 REF: MX40108-111

Great details, including the Perspex roof and stainless steel rear panel that housed the rear lights. Authentic brightgreen interior as befitted this show car.

www.matrixscalemodels.com



MATRIX MODELS
1960-63 Jensen 541S – Metallic Blue
SCALE: 1/43 PRICE: £110
REF: MX41002-063

Although made before by Matrix, this version is in blue with slightly darker blue roof and Blue interior, also features wire wheels. With a very high level of detail.

www.matrixscalemodels.com



GOLDVARG
1963 Buick Wildcat 2-door Hardtop – "Twilight Aqua"
SCALE: 1/43 PRICE: £125 REF: GC 074A

Fine replica of Buick's sporting coupe, in dark blue with white roof and toning blue interior. Terrific detail inside and out, down to the trim around the filler cap.

www.goldvargcollection.com



CLASSIC CARLECTABLES
1974 Holden HJ Monaro GTS Coupe (Deauville Blue)
SCALE: 1/18 PRICE: AU\$279/£140 REF: 18820

This tribute to an icon of Australian motoring is a very impressive model. Feature rich with impeccable attention to detail, warranting a spot in your collection.

www.classiccarlectables.com.au



KK MODELS
VW Scirocco L (Mk1)
SCALE: 1/18 PRICE: £79.95
REF: KKDC181376

This 'L' spec model with its rectangle headlights and the rarity of trim level combined with an excellent eye for detail gives this model excellent kudos.

www.kk-scale.de



NEW HOLLAND FROM THE SWINGING SIXTIES

Throughout 2024 New Holland was celebrating 60 years since tractor production began at its new factory in Basildon. To mark the occasion New Holland unveiled a special, one-off, edition of its T7.300 tractor. The wrap covering the tractor, created by CNH Centro Stile, took inspiration from the swinging 1960s when the factory opened. It had psychedelic shapes characterised by vivid and fluid colours of blue, yellow, maroon and pink around New Holland's distinctive leaf logo in bright yellow on the hood. Now Britains has released this special anniversary edition of its standard New Holland T7.300 tractor. Production has been limited to 5000.

Well-built, the model has a metal chassis with plastic body parts, steerable wheels and working two-point rear linkage. It accurately sports the same psychedelic shapes in the vivid colours of blue, yellow, maroon and pink covering the real original tractor. On the bonnet there's the New Holland logo in bright yellow. Although the cab doors do not open it has an accurately laid out and detailed interior. It's provided with black matting, light grey panelling and like the real tractor, black seats with anniversary decals. On the steering column there are controls and air vents detailed. While on the driver's seat armrest there's a joystick and a monitor with active screen. ■

BRITAINS
New Holland
T7.300 - 60th
Anniversary
Tractor

PRICE: £54.99
SCALE: 1/32
REF: 43392

www.britainsfarmtoys.co.uk



You would certainly see this livery if you past it in a field!



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SCALE: 1/32 **PRICE:** £30.00
REF: 2098760371

A well built, largely diecast, tipping trailer. It has a folding jockey wheel, detachable side extensions, hinged sides and opening tailboard.

www.joskin.com



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Kane Dump Trailer
SCALE: 1/32 **PRICE:** £27.99
REF: 43368

Britains has provided its Kane trailer with a sprung drawbar, two 2-stage rams to tip the body and two rams to open the tailgate.

www.britainsfarmtoys.co.uk

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GOLDVARG: 1967 PONTIAC BONNEVILLE; TYROL BLUE... OR WHITE/CHAMPAGNE; £79.50 EACH



CULT 1/18: 1955 BENTLEY S1 CONTINENTAL FASTBACK, MAROON. £175



CULT 1/18: 1938 BENTLEY 4.25 OPEN TOURER, VANDEN PLAS. MAROON, GOLD, OR GREEN. £175 EACH



GOLDVARG: 1970 GALAXIE S/WAGON, CHICAGO FIRE DEPT. £79.50



KESS: 1956 ROLLS-ROYCE SILVER WRAITH, PERSPEX ROOF, YELLOW. £84.50



MATRIX: 1948 BRISTOL 400 OPEN, PININFARINA, BLUE. £83.50



MATRIX: 1950 LEA FRANCIS 2.5 OPEN, STEEL GREY. £83.50



KESS: 1956 ROLLS-ROYCE SILVER WRAITH, PERSPEX ROOF, SILVER/BLACK. £84.50



CULT: 1/18 1937 ROLLS ROYCE 25/30 OPEN. MAROON OR DARK GREEN. £175 EACH



MATRIX: 1935 MERCEDES BENZ 500K, CORSICA DHC, OPEN. £89.50



MATRIX: 1947 ROLLS-ROYCE PHANTOM III, LABOURDETTE CABRIO, BRONZE. £89.50



MATRIX: 1947 ROLLS-ROYCE PHANTOM III, LABOURDETTE CABRIO, RED. £89.50



MATRIX: 1934 MERCEDES BENZ 500K, MAYFAIR, OPEN. £89.50



CULT 1/18: 1948 JAGUAR XK120, OPEN, SILVER OR BRONZE. £175 EACH



KESS: 1987 ROLLS-ROYCE SILVER SPUR LANDAULETTE, OPEN... OR CLOSED. £87.50 EACH



MATRIX: 1947 ROLLS-ROYCE PHANTOM III, LABOURDETTE CABRIO, BRONZE. £89.50



KESS: 1933 PIERCE ARROW 124 BERLINE SEDAN, OPEN (GREEN), OR CLOSED (BLUE/SILVER). £87.50 EACH



MATRIX: 1938 MERCEDES BENZ 540K OPEN, LANCEFIELD, RED OVER BLACK. £89.50



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GET RACY WITH SOLIDO'S EVOCATIVE, LATE-EIGHTIES RENAULT 5 GT TURBO

Renault's original '5' was launched in January 1972. Designed by Michel Boué, the cheeky little runabout instantly became France's best-selling car. The original design lasted in production until 1985 and over 5 million were manufactured during this period.

Boué had sadly passed away only a few months after his baby was 'born', so when the time came to revamp the design into a second-generation version, the styling responsibilities were passed to Bertone's Marcello Gandini. Although it closely resembled the original design in terms of layout, the bodyshell and platform were completely new, although the latter was based on that of the bigger Renault 9 and 11 models.

At the time of the second generation's launch, the Golf GTI-led 'hot hatch' movement was in full swing and, not wanting to miss out, Renault developed a souped-up version of the new car, fitted with a Garrett T2 turbocharger. Launched in February 1985, Renault continued to tinker with the design, launching the facelift Phase II version in 1987. The turbocharger was now water-cooled and a new ignition system was fitted, allowing for higher revs. The body styling was tweaked with revised bumpers and wheel arches, which made a small improvement in the car's drag coefficient.

Solido's new 1/18 scale release of the later, Phase II car is modelled here in the stunning bright white that was such a popular colour choice back in the day. The lines of the second-generation 5 are beautifully captured, properly giving the car its period looks.

Features include opening driver and passenger doors and a well-appointed interior, complete with the racy red carpet. The standard alloy



ABOVE

Both passenger and driver doors open, with a tool supplied if needed.

SOLIDO
Renault 5 Mk2 GT
Turbo 1989 - white

SCALE: 1/18
PRICE: £55.99
REF: 1810002

www.ayrey.co.uk



ABOVE

The side graphics and the alloy wheels are absolutely spot on.

wheels are excellent and very evocative of the period, as are the neatly-replicated style graphics to the lower sides. There is even a Renault dealer window sticker on the hatchback glass, although the version here was common in the early eighties, not 1989, depicting the F1 team's car from the 1980 season. Despite this small error, it's still a nice touch.

For anyone who owned one of these back then (I did!), or simply remembers these pocket rockets whizzing around, this is a really great model and at an excellent price too. ■



TOP

Opening the doors affords a great view of the excellent interior.

ABOVE

The rear screen features a finely-detailed set of heating elements and a sticker celebrating Renault's F1 team.



ABOVE

The cheeky lines of the second generation R5 have been superbly reproduced by Solido.





CORGI MODEL CLUB
RAC International Rally B.M.C. Mini Cooper 'S'

SCALE: 1/42 PRICE: £34.99 REF: 333

www.corgimodelclub.com

Based on a car driven by Tony Fall and Mike Wood in 1966's RAC / SUN Rally. Corgi added a sump guard and gave it an impressive six jewelled headlights.



OTTO MODELS
Renault 5 GTL (5 doors) - 1984

SCALE: 1/18 PRICE: €69.95
REF: OT1059

www.otto-models.com/en/shop

A beautifully presented homage to Renault's chic 5 from 1984. The interior is pinpoint, as are the brilliant exterior details such as front window Insurance sticker.



OTTOMOBILE
Volkswagen Scirocco 3 R Phase 1
Candy White LB9A 2008

SCALE: 1/18 PRICE: €69.90 REF: OT1090

www.otto-models.com

This German car has been all the rage since it appeared at the 2008 Geneva Motor Show. With over a million units sold, it's another success story. Beautiful!



GT SPIRIT
Ferrari F40 - 1987, blue

SCALE: 1/18 PRICE: £145
REF: GTS914

www.gts-models.com

A limited edition release which is bound to fly off the shelf. The interior attention to detail is impressive, as are the Ferrari decals on the body work.



OXFORD DIECAST
1955 Chrysler New Yorker Deluxe
Coupe St Regis - Tango red/platinum

SCALE: 1/87 PRICE: €175 REF: 87CNY55001

www.oxforddiecast.co.uk

Oxford Diecast has done it again! The detail on this very small Chrysler is just stunning, as is the colour finish. A must for any American themed collection.



BBURAGO
Mercedes Benz AMG Petronas F1
Team 2023, with Hamilton figure

SCALE: 1/24 PRICE: £34.99 REF: 28037

www.oneforfun.co.uk

I'll admit that I quite like a model when it's accompanied by a figure, like this one is. Lewis is a good replica as is the model, with a cardboard backing display.



BBURAGO
Ferrari 499P #51 Calado/Giovinazzi/
Pier Guidi Winner 24H Le Mans 2023

SCALE: 1/43 PRICE: £23.99 REF: 18-36312

www.ayrey.co.uk

You can practically see this car roaring around the Circuit de la Sarthe. It's a great replica of the original, and it's a must have if you're a fan of Le Mans.



BBURAGO
Porsche 963
SCALE: 1/24 PRICE: £20.99
REF: 18-28022

www.ayrey.co.uk

This month's cover model is simply sleek and very stylish! The sponsor decals are spot-on and a true likeness to the real racing car. A must have for collectors.



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 025d Petrol Tanker. T3. Dark Green. A—A/U **£190**
 030b Rolls Royce. Pre-War. Cream & Black & Blue wheels. Scarce. B-B+/U **£425**
 038C Lagonda Green & Dk Green & Green W. A—A/U **£185**
 039A Packard. Deep Brown shade. A—A. **£175**
 39BU Oldsmobile Cream & Tan US Export rare. Black W. **Scarce. A—A/U £1350**
 39F Studebaker Commander Midnight Blue. B+/U **£125**
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 100 Lady Penelope FAB1 1st Issue. A/B+ No Harpoons or Internal stand. **£250**
 103 Austin Healey Tourer Red & Grey. A—A/A- **£275**
 151 Triumph 1800 **Full Trade Box x 6. 3 Tan & 3 Blue. No Dividers. A/B £595**
 157 Jaguar XK120 Grey & Yellow A/B+ **£320**
 161 Austin Somerset Red & Yellow A/A **£650**
 182 Porsche 356A Cream & Blue W. A—A/B+ **£180**
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 988 ABC TV Transmitter Van A-/B+ **£225**

DINKY SALE ITEMS

- 39eu Chrysler Cream & Green W. US Export. A—A/U Was £995 now **Superb. £825**
 109 Austin Healey Competition. Cream. A—A/B+ Was £190 Now **£165**
 117 4 Berth Caravan Blue & Cream. A—A/B-B+ Was £95 now **£75**
 409 Universal Jeep Red. A—A/B+-A- Was £165 now **£145**
 414 Dodge Tipper. Orange & Green. A/B-B+ Was £150 now **£130**
 435 Bedford TK Tipper Black/Yellow/Silver/Red. A/B-B+ Was £320 now **£275**

CORGI

- 150S Vanwall. Red. RN25. A/A **£190**
 152S B.R.M. Turquoise. RN3. A/A **£185**
 154 Ferrari Shark Nose. Red. RN36 A-/A—A **£75**
 155 Lotus Climax Racing Car Dark Green. RN1. A—A/A—A **£70**
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 231 Triumph Herald. Blue & White. A—A/A—A **£130**
 233 Heinkel Economy Car. Red. A-/A- **£135**
 233 Heinkel Economy Car. Deep Lilac. A-/A-. **£130**
 238 Jaguar Mark X. Met Emerald Green. B+-A-/B+ **£135**
 241 Ghia L 6.4 Metallic Blue & White Interior. A—A/A—A **£225**
 241 Ghia L 6.4 Metallic Blue & Red Interior A-/B+ **£125**
 249 Mini Cooper Wicker Black & Red. A/A **£240**
 259 Citroen Le Dandy Met Burgundy. A/B+ **£135**
 300 Austin Healey. Cream. A—A/B+ **£150**
 301 Triumph TR2 Green. Brochure. A/A- **£240**
 310 Chevrolet Corvette Stingray. Cerise. A—A/A- **£130**
 314 Ferrari Berlinetta Red. A—A/A **£130**
 319 Lotus Elan. Yellow-Green. A/A Strip No 2. **£275**
 319 Lotus Elan Hardtop. Red & White. A—A/B-B+ **£110**
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 457 ERF Model 44G Platform Lorry Blue. Rust on tow hook. A—A/A **£160**
 GS19 Chipperfields LR & Elephant Cage & Trailer. A—A/B+ **£185**
 GS7 Daktari Whizz Wheels. A/B+ **£225**
 GS14 Daktari 3 Piece. Scarce. A—A/B+-A- **£925**

Postage in the UK is £10 for any number of models signed for and tracked.
 A wide range of models can be viewed on my website www.diecastgems.com

Grading guide

A = Mint, A—A= VN Mint, A-= N Mint, B+= Excellent Plus, B-B++ Very good, B= Good

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THEY MADE A 1/1 PROJECT CAR BEFORE MAKING A 1/18 MODEL OF IT!

This time last year Solido's then new catalogue, released in time for Spielwarenmesse Nürnberg 2024, included two "New Mould" Street Fighter releases that could all too easily be lost amongst all the other wild and wonderful newly announced models.

The story, and a very full and exciting one at that, can now be told. Those two models finally got released in December 2024 after two years of preparatory work and the construction of a high-end Project Car from which the modelling for the new 1/18 tooling and moulds were derived. Make no mistake, this was no 'throw it together' project, sufficient to pass off a scale model of it either. It drew on some of the highest level expertise around in the business today. The story starts back in 2022 with Solido organising the Big Car Show, LeMans, for its 90th anniversary where it unveiled a daring project orchestrated by Frédéric Guillier, his team and his partners who had created a 1/1 Project Car from scratch!

That unveiling on 23rd August 2022 was the culmination of seven months hard, high quality, work. Like the big names in automobile specialist preparation (RWB, Brabus, Prior Design, etc.), Solido started with an existing vehicle. Specifically, a Porsche 911 SC found in poor condition in a barn. Working with this base donor the Solido team and its partners then embarked on the design and assembly of this extraordinary vehicle designated as the KS-R. Partners that included Porsche specialist Flat56 and acclaimed British car designer and influencer Khyzyl Saleem all working together on a very tight deadline.

The end result was a big-time crowd puller that in turn prompted a clamour for the production of a scale model replica of it. But as Solido's Brand Manager Clément Rouvière explained in *Fireside*



ABOVE
Solido's unique KS-R is far more attractive than contemporary Rauh-Welt Begriff creations thanks to its smoother and more sculptured body lines.

SOLIDO KS-R

SCALE: 1/18
PRICE: £TBA
REF: S1810501
orange, S1810502
green

www.ayrey.co.uk



ABOVE
The reflector plate is infused with LEDs so that the black PORSCHE lettering of the original is now replaced by illuminated lettering.

Conversations (December 2024 issue) any new Solido product entails a long development lead in. First by scanning the real car and creating 3D files as a base. Then corrections before injecting a "first shot" (prototype), followed by further corrections of this pre-production model in order to make it as faithful to the 1/1 original as possible, within the constraints of Solido's 1/18 diecast products range. Then finally the pre-production creation of the moulds before launching the series production model.

So, after two years of hard work the KS-R has finally arrived in 1/1 and 1/18. An international tour for both of them kicked off in France at Le salon Epoqu'Auto, Lyon (8/10th November 2024) then to Germany for the Essen Motor Show (30th November/ 8th December 2024) with other major events in preparation for 2025.

The design and build quality of the 1/1 KS-R is mind blowing in all respects with so many little details adding up to the unique final result. Just one small but noticeable example is the LED infused reincarnation of that classic 911 SC rear reflector panel. ■



LEFT
Is this the first time ever that a scale model manufacturer has built a unique show class Project Car then by public demand replicated it in miniature? Yes this is the scale model version!



A New Year...

Following last month's *Into the New Year* feature **Stephen Paul Hardy** brings us right up to date with news of AutoCult's Model of the Year 2024.

ABOVE The latest 1/43 sealed resin captures from Avenue 43: colourful, but very serious, a pair of 210bhp, 2.7l Roadsters from Memminger Feine-Cabrios.



ABOVE This view illustrates how clever the Memminger Roadster 2.7 design is. It merges the look and feel of the KAMEI "Beetster" premiered at Automechanika 1998 and based on the water-cooled New Beetle back into the late series air cooled 1303 Beetle of two decades previous.

So, just in time to meet the editorial deadline for this February issue of *Diecast Collector* (Ed - only just!), news has reached me of four more stunning 1/43 sealed resin releases...

AUTOCULT

• Tatra 603 X/2 - 1966 and USB Stick „AutoCult-Edition 2024“ (#99124)

Tatra's efforts to design a successor to the heavy, bulbous, 603 saloon produced between 1956 and 1975 took many turns, including a one-off 603A of 1961 having an almost stereotypical late 50s air to it, as released by AutoCult in April 2018 (#06023)

Numerous other drawing board concepts were whittled down to a shortlist of twenty. Of these just five finalists were selected in the mid 1960s for further development as 1:1 prototypes under the designations X/1 to X/5. AutoCult previously released the surprisingly attractive X/5 of 1967 in January 2023 (#06055) and so here now is the slightly earlier, very angular, X/2.

Another very welcome addition to AutoCult's depictions of Tatra history the model of course comes accompanied by the digital version of the AutoCult

"Edition 2024" on USB stick. Printed copies of this much sought after enthralling read are available in limited numbers only (#99024)

• Denzel WD 1300 Super „Rallye des Alpes“ - 1954 (#07033)

This third, and latest, model of an Austrian Denzel from AutoCult is totally gorgeous in all respects and I suspect will be sold out pretty quickly as a result.

It models the car in which Wolfgang Denzel and Hubert Stroinigg took the prize as class winners in the "1001-1300cc" category of "XVII Rallye international des Alpes". The





Rallye, comprising of over 3,000kms of Alpine roads, ran between 8th and 13th July 1954. To fully appreciate the terrain the route covered grab half an hour and watch the breathtaking video of the contemporary colour film made by Standard Motor Co. Ltd. *1954 Rallye De Alpes* is easily found on YouTube and is only 25.57 minutes in duration. Whilst the film is dominated by footage of the then new Triumph TR2 (and a lot of other contemporary British cars including Jaguar XKs) the little Denzel also features, with commentary between 10:02-12:27mins and 19:30-19:34mins.

For Wolfgang Denzel the Class win in that car was, out of all his 300+ motor sporting successes, arguably his greatest triumph. Not surprisingly it also bought massive publicity to the stout little Viennese 1300cc that gained a reputation as a match for the Porsche 356s that dominated the Alpine sports scene at the time.

Those two previous Denzel releases mentioned earlier date from very early in AutoCult's catalogue - a red WD 1300 Super 1954 (#05013) from August 2016 and a silver 4-Sitzer 1949 (#06003) from September 2015.



ABOVE Striking, zany even, Tatra's 603 X/2 prototype from 1966 is AutoCult's Model of the Year 2024...



ABOVE ...and comes accompanied by the digital version of the AutoCult "Edition 2024" on USB stick.



ABOVE This gorgeous, highly detailed, model of the 1954 Denzel WD 1300 Super „Rallye des Alpes“ is going to be a quick sell out in a three cornered fight between AutoCult, motorsport and Volkswagen collectors.

AVENUE 43

- **Memminger Roadster 2.7 - 2018 (#60149 light blue, #60150 bright green)**

So to our final pair that bring vibrant colour into the greyness of February. In many respects a modern sort of take on the 1950s Denzel WD Super, with a veritable 210bhp Wolf in Sheep's Clothing, as the Memminger website describes its Roadster 2.7 based on the modern takes of the Beetle by Memminger Feine-Cabrios & Stahlbau GmbH of Reichertshofen, Germany.

This second Avenue 43 release double pairing follows on from the first release pair of March 2023 in original grey (#60100) and red (# 60101). Models to brighten up your life and collection - and put a smile on the face of modern Beetle fans. ■

FURTHER READING

<https://www.feine-cabrios.de/de/kaefer-experte/roadster.html>

<https://www.youtube.com/watch?v=yTheE9PxuSI>



The truck driver

Jean Ragnotti is one of the most versatile drivers from France. **Francisco Mota** looks at the career and the cars the Frenchman drove... and how it all started by driving trucks. Photos: João Carlos Oliveira

MAIN IMAGE

From left to right, three cars driven by Jean Ragnotti: Lancia Fulvia 1.6 HF, rally Sanremo 1972 (Ixo); Alpine Renault A442A, 24h Le Mans 1978 (Altaya/Spark); Alpine Renault A110, rally Monte Carlo 1976 (Troféu).

There are a few drivers, in the history of motorsport, that specialised in a certain kind of racing and spent most of their driving lives perfecting the techniques needed to excel in such a specialized type of racing. But there are also a couple, more in the old times than now, that liked to try as many different racing categories as possible. Some decades ago, it is fair to say, that it was more a case of grabbing all the opportunities that could generate some extra money to the racing driver, in a profession not exactly seen as such. Nowadays, it is more a case of curiosity and finding new challenges that some rare drivers look for. Probably one of the last examples is Kalle Rovanpera, double World Rally Champion with Toyota, who decided to race only half of the scheduled WRC events this year. He said it was as much to have a little more rest during the season, as it was to experiment new things. And he did just so, competing and winning in the Japanese Drift championship, then in the Porsche 911 Cup and even in classic cars rallies, where he enjoyed himself at the wheel of a modified Toyota Starlet. Now he says he's ready for another full WRC season in 2025, and most probably another title.

Winding back the clock a few decades, we find

another of those drivers that enjoyed putting his hands on any kind of racing car. You might know him from the 1980s, driving a small yellow Renault 5 Turbo through the forests in the RAC rally. His driving style was unique, putting the 5 Turbo in unstable situations and getting away with it, reaching speeds not predictable for that kind of car. Ragnotti and the 5 Turbo made their own legend, winning three WRC events: the 1981 Monte Carlo Rally, the 1982 and 1985 Tour de Corse along with the 1984 Tour de France. Always against rivals much better equipped, many with a works team behind them. Ragnotti became a Renault employee in the seventies and never left the French manufacturer. Even if Renault never had a full WRC season to offer him, busy as they were with Formula 1. Nevertheless, Ragnotti and Renault Sport always managed something for him to drive, even after the end of his career, he still did (and does) some demonstrations with the more powerful car he ever raced in WRC, the Group B Renault Maxi 5 Turbo.

For Jean, it all started much slower than that. Born in 1945 he quickly developed a passion for cars, while driving his father's Renault Juvaquatre at the age of 6. After gaining his driving license at 18 years old, Ragnotti became a truck driver, saving money to buy the sports



ABOVE Opel Kadett Rallye was a sporty version with the coupe bodystyle. Cinerius Vitesse made a very realistic replica of Ragnotti's car.



ABOVE The Opel Ascona 1.9 SR, the first A series, was a more powerful machine, perfectly replicated by Troféu.

saloon of the time, the Renault 8 Gordini. He started immediately, getting hold of the car, and ordered some modifications to make it a little faster. In 1967, Ragnotti made his motorsports debut in south-eastern France: first race, first win. Then he tried rallying and finished third overall and class winner. The following year he entered the famous Renault 8 Gordini Cup, grabbing a few successes against some of the drivers that would reach Formula 1. In 1971 he turned professional racing driver but he was also spotted by the stunt manager Rémy Julien who hired him as a stunt driver for a number of movies between 1974 and 1981. Then, he decided to stop these activities and concentrate on motorsport. In the early seventies, Ragnotti signed as a works driver for Opel Europe and raced in various world and European championship legs.

SCALE MODELS

We start from here with our Jean Ragnotti 1/43 Scale model collection, as his first Renault 8 Gordini got lost in the post while coming to this photo session.

The first model was made by Vitesse Cinerius in the 1980s and reproduces the Opel Kadett Coupé Rallye Ragnotti drove to 11th position in the 1970 Monte Carlo rally. The shape looks perfect from any side you look at this diecast and there are a lot of details to enjoy, like chromed bumpers and front grille, yellow headlamps and spotlights (as was the rule in France), a complete livery and much more inside the cabin. Bucket seats with racing seat belts, extra instruments on the dash and a half roll-bar. The narrow tyres on standard

BELOW Ragnotti's first works driver contract was with Opel. Here's two of the cars the Frenchman drove in the Monte Carlo rally, 1970 Kadett Rallye (left) and 1972 Opel Ascona 1.9 SR.





ABOVE Two very different cars Ragnotti drove in the early 1970s: Renault 12 Gordini, Monte Carlo 1973 (Altaya) on the left and Lancia Fulvia HF, Sanremo rally, 1972 (Ixo).

mainly on all chromed parts, like window surrounds, headlamps and also wheel rims. Ixo did not miss details like the larger diameter inside headlamps or realistic tyre tread. You can even see a sump guard, rear mud flaps, and a quick release fuel filler cap.

For the 1973 Monte Carlo rally, Ragnotti was back into a French car, a Renault 12 Gordini, for that matter. This was supposed to be the R8 Gordini successor however it was a much bigger car, with front engine and front wheel drive, instead of rear engine and RWD as in the R8 Gordini. Still, Ragnotti made arrangements with a Renault dealer to enter a car in the Monte and he finished in 15th place.

Altaya released a model in one of its series, made by Ixo. It is not a good looking car, however the model follows the real object with the correct proportions. The Radio Monte Carlo livery looks very good and there are all kind of details, like no front bumpers, four spotlights, a radio antenna on the co-driver's side, a single external rear view mirror and perfectly reproduced wheel rims. On the inside, we can see the spare wheel and all the rally instruments on the dash, plus racing seats. An inexpensive model that looks very good.

WORKS DRIVER

By this time, Ragnotti was already a works Renault driver. He started with rallying and rallycross. But soon would also tackle other disciplines being one of the test drivers for the Renault F1 team at some point.

Before that, Jean obviously drove the iconic Alpine Renault A110 rally car. Actually, he drove several. Here we have the so called "bubble" version, named after the enlarged wheel covers, that did not finish the 1976 Monte Carlo, due to engine failure. The model is made by Troféu and is painted light blue after the Gitanes sponsorship, it looks wide and low as a tarmac rally car should. It features yellow lights and five spoke original Alpine wheels. The cockpit features all the instruments of that era, plus a pair of bucket seats. The

other Alpine Renault we have in the story was raced by "The Acrobat" in the 1976 Tour de Corse world rally championship where he finished 4th overall. It is also painted the same livery and features a four spotlights put over the front hood, plus a pair of extra spotlights lower in the front end. Wheels look just like the Gotti items the real car had and the rear view is dominated by the black shades that keep the mid-engine from outside view. This is an official Ixo scale model. In the absence of Renault brands in the 1977 Monte Carlo, Ragnotti tried something different in the shape of a MKI Golf GTI entered in Groupe 1, for standard cars. The car was brand new at the time and Jean must have been impressed with it, finishing 18th overall. The model was made by Spark, as a resincast and it looks like the real GTI. There are unusual rectangular spotlights under the front bumper and round ones above. The body is strictly standard, still featuring the small rear lamps and metal bumpers. The livery is as basic as it could be, looking like the stickers were placed the day before the rally started. However, it looks very realistic.

The first big result Ragnotti achieved in the Monte Carlo was second place in 1978, driving a Renault 5 Alpine. Not a very powerful car, and it had front wheel drive, but was light and that was its strong point in a rally with lots of snow. Spark made a nice resincast of this little R5, painted red, orange and black and



ABOVE The spare wheel positioned inside the cabin for better weight distribution in Altaya's R12 Gordini.



ABOVE Lancia Fulvia 1.6 HF had bigger diameter inside headlamps and Ixo did not miss that.



ABOVE Alpine Renault A310 by Ixo with those iconic black shades over the engine compartment.



ABOVE Alpine Renault A110 by Troféu 1976 was one of the last evolutions with bubble-style wheel arch extensions.



Alpine Renault changed from A110 (Troféu), on the right, to A310 (Ixo) unfortunately the new car never had results like the older A110.



ABOVE Window over rear Ford DFV in the 1979 24h Le Mans Rondeau M379, model by Spark.



ABOVE Two-tone minilite-style rear wheel in the first Renault 5 Turbo used in competition, that Ragnotti helped developed (UH).



ABOVE Front spotlights represent the real ones with great quality in Cinerius Skid model.



ABOVE Renault 5 Alpine with wide wheel arches and narrow rear track, as the original, by Spark.



ABOVE Ragnotti entered the famous 24 hours of Le Mans several times. In 1978 he drove a works Alpine Renault A442A (Altaya/Spark, diecast) and in 1979 he got special permission from Renault to drive the Rondeau Ford M379 (Spark, resincast).

featuring narrow tracks front and rear. It has very nice spotlights, mud-flaps and an aerial on the roof, just over the co-driver's seat. In the cabin we can find a complete roll-bar and all the items needed in a rally car.

Versatile as Ragnotti was, Renault would not let him out of their entry for the 1978 Le Mans 24 hours. He shared an Alpine Renault A442A with Fréguelin, Dolhem and Jabouille, the team had a mistake-free race and finished an honourable 4th place overall. Their car was modelled as a diecast by Spark for a series in Japan. Somehow, it got to Europe just in time to be featured in this story. The shape is close to perfect, as is the livery. Wheels are the correct shape and all the main features, like headlamps, rear wing, tall airscoop and rear view mirrors are all very well reproduced. If there's a criticism to be made is the lack of detail inside the cockpit. It's just all black plastic.

With special permission by Renault Sport chiefs, Ragnotti was able to drive Le Mans in 1979 in a Rondeau M379 equipped with a Ford V8 DFV, sharing the experience with rally companion Darniche. They had a smooth race and finished an honorable 5th place overall. Spark released this one not long ago, using a set of

parts they already had. The model follows the wide stance of the real prototype, featuring a transparent engine cover that allows a glimpse of the Ford V8. The colourful livery suits this French made prototype perfectly.

To end part one of the Jean Ragnotti story, nothing is better than the car that made him famous all around the world, the Renault 5 Turbo. Nothing to do with other R5's in the range, this was a proper racing car, with wide tracks, mid-engine, two seats and rear wheel drive.

We have two of the very first units used by Renault Sport in competition. The first one was entered in the 1979 7th Giro D'Italia, the very first outing for R5 Turbo, an event that mixed rally stages and track races. Ragnotti missed this milestone, due to being busy with other matters at Renault Sport and was replaced by Freguelin. The car did not finish due to engine troubles. Model maker Eagle's Race made a diecast of this car, featuring reasonably modelled body and enough details to make it look good. The livery, with black front hood, looks particularly good. Inside the cockpit there's all that was needed in a rally car. The second Renault 5 Turbo was entered in the 1980 Tour de Corse, a WRC event. It still featured the "Calberson" livery, before Renault changed to an official yellow, white and black scheme. An engine problem took the car out of the rally. The model was released by Skyd, a brand by Cinerius Vitesse, and features all the details this diecast had already shown in other versions. Good proportions, nice Minilite-style aluminium wheels, great spotlights in a different arrangement as was the norm and an aerial on the roof. It also features all the instruments, seats and seat belts usually seen in a rally car. Next month, do not miss Part II of Jean Ragnotti, the truck driver that turned motorsport icon. ■



ABOVE Renault 5 Turbo started its motorsport career with Calberson livery in late 1979 and early 1980. Note changes like the rear hatch painted black in the 1980 Tour de Corse car.



ABOVE On the right, Renault 5 Alpine that finished a glorious 2nd place in the 1978 Monte Carlo. On the left, the standard VW Golf GTI Ragnotti drove in the same event in 1977.

ABOVE On the left, UH's model of Renault 5 Turbo entered in the 1979 Giro d'Italia Auto. On the right, Cinerius Skid version of 1980 Tour de Corse car.

Tomica helicopters

Mike Pigott looks at the helicopter models produced by Japanese company Tomica.

ABOVE
Japan Coast Guard
Super Puma.

INSET RIGHT
Vertol card, 1950s
cigarette card.

Ever since the Tomica range was introduced in 1970, the line has included a wide range of vehicle types. While the majority of items were road vehicles, during the 1970s some very diverse models were introduced including trains, a hovercraft, a ship and one helicopter. In the 1980s the line was cut back, and most of these types were discontinued. But after a very long gap, several rotorcraft were reintroduced to the range from 2017. Most models were based on choppers produced by Japanese manufacturer Kawasaki.

KAWASAKI HEAVY INDUSTRIES

Although Kawasaki is best known in the UK for producing motorcycles, it is actually a massive corporation producing a huge range of products and services. Like Mitsubishi and Mitsui, Kawasaki has its origins in the 19th Century as one of the big Japanese conglomerates formerly known as *Zaibatsu*. It started as a shipbuilding concern, but in the early 20th century began to diversify into a number of modern industries including automobiles, railway rolling stock and aircraft. Today Kawasaki Heavy Industries produces most of Japan's military and civilian aircraft, satellites and spacecraft, enormous container ships, plant equipment, motorcycles and leisure vehicles... even Japan's famous Shinkansen trains.

KAWASAKI VERTOL 107-II

The first helicopter introduced to the Tomica range in 1975 was a model of the tandem rotor Kawasaki Vertol 107-II. This was a Japanese-made version of the American Boeing Vertol CH-46, also known as the



Sea Knight. This helicopter was designed to military specifications and was first introduced in 1964. It served with the US Navy and Marine Corps in Vietnam and the Middle East, and was in service until 2015. It was also used for civilian transport and search-and-rescue duties. In Japan, the helicopter was made under license by Kawasaki, and was used extensively by the Japanese Self Defence Forces.

Tomica produced a reasonably accurate replica of the Kawasaki Vertol 107-II. It was based on the civilian passenger version with aeroplane-style side windows rather than the military type with portholes. It has correctly-shaped rotor towers and rear sponsons, although the nose is rather flat and lacks the underfloor windows. The body is metal, with a drop-down rear cargo door in plastic. The underside is also diecast, and incorporates a single front wheel and a pair of rear wheels under the sponsons. The rotor blades are black plastic and can rotate freely, although they are too short, presumably in order to fit a standard Tomica box. The first release was painted yellow with a white roof and a red 'rising sun' symbol on the tail; this represented a helicopter in the Japan Self Defence Forces. It was also later produced in a military finish with green and tan camouflage. For the export market it was painted white with a blue roof and labels for New York Airways. This was an authentic livery of a company that ran Boeing Vertol helicopters from the airports in New York to midtown Manhattan.



ABOVE
Kawasaki BK117 C-2 in corporate presentation colours.



ABOVE
The Super Puma with its three-part, five-blade rotor.



ABOVE LEFT
Kawasaki BK117 D-2 with ducted fan tail rotor.

ABOVE RIGHT
Kawasaki BK117 C-2 in 'Doctor Heli' livery.



BELOW
Tomica's first helicopter, the Kawasaki Vertol 107-II.

KAWASAKI BK117 C-2 HELICOPTER

The Tomica range was scaled back in the 1980s, and it was not until 2011 that another model helicopter was produced. This was a replica of the Kawasaki BK117 C-2, made to a scale of 1/167 and numbered 24 in the series.

The Kawasaki BK117 was developed jointly between the German-French conglomerate Eurocopter (now Airbus Helicopters) and Kawasaki Heavy Industries. First entering service in 1983, the BK117 is a twin-engined, multi-purpose helicopter. It has a large interior space that accommodates up to ten passengers, and wide opening doors at the rear of the cabin. The BK117 is used for a wide range of duties, including as an air ambulance, search and rescue, VIP transport, police, and even some military applications. An improved version, the BK117 C-2, is claimed to be the 'world's quietest

helicopter' and is extremely fuel-efficient due to the lightweight composite materials used in its construction.

Tomica's model of the BK117 C-2 was produced between 2011 and 2018. It is quite an accurate model, although quite small. The main fuselage is diecast, as is the cabin under-floor area. The cockpit windscreen and door windows are made from a separate piece of smoke-tinted plastic, with the door frames and divider painted body colour. The other windows are part of the fuselage casting and are just painted black. Like the real helicopter, the tail is a triple unit consisting of a central fin with tail rotor, and small wings with vertical stabilizers on them; these were plastic and were riveted to the tail boom. The skids are plastic and are slightly too thick. The main rotor is a two-piece grey plastic unit that folds out into an X-shape, but with somewhat short and stubby blades. First versions were painted in the Kawasaki presentation livery of blue with diagonal silver stripes. The rear stabilizers had silver vinyl labels attached with 'BK117 C-2' printed in black. The top rotor could spin freely, but the tail rotor did not spin well.

DOCTOR HELI

A second version of the BK117 C-2 was released in 2014. Although it was simply a recolour, it was sold as a completely new model and given a different catalogue number (#97). Called 'Doctor Heli', it was based on a helicopter in an air ambulance livery. It was painted white with red diagonal stripes on the main fuselage, tail and rear stabilizers. The landing skids were white and the rotor was grey.





KAWASAKI BK117 D-2 HELICOPTER

The BK117 D-2 is the latest development of this series of helicopters. It features a more powerful engine, improved gearbox and autopilot system, and is markedly quieter than its predecessors. Visually, the most obvious difference is the new style of tail, which features a single fin with a ducted fan type tail rotor, and two canards.

The Tomica model was released in 2018 and was numbered 104 in the range. It used most of the same components as the earlier models, but with a modified diecast fuselage. This had the new-style tail boom with short wings and a single stabilizer with internal rotor, which did not rotate. The skids were in black plastic and the top rotor was dark grey. Again it was painted in a demonstration livery; in this case it was dark blue with black and white flashes and a red Kawasaki logo.

JAPAN COAST GUARD SUPER PUMA H225

The Super Puma H225 is a descendent of the Puma helicopter first manufactured in 1968 by French company Aerospatiale. It was a large, twin-engined, multi-role helicopter that could be used for civilian and military duties. It was later developed into the improved Super Puma, produced by successor companies Eurocopter and Airbus. The newest version, the Super Puma H225 features more powerful engines and a five-blade top rotor. It can carry up to 19 passengers and is widely used for search and rescue operations, firefighting, emergency medical services, law enforcement and military roles.

The Super Puma is used by the Japanese Coast Guard for search and rescue operations, disaster relief and coastal territorial activities. Several were imported from Airbus Helicopters in Europe and

ABOVE A retired JSDF Kawasaki Vertol 107-II.

The BK117 D-2 is the latest development of this series of helicopters. It features a more powerful engine, improved gearbox and autopilot system, and is markedly quieter than its predecessors.

were not manufactured locally by Kawasaki. First released in 2020, the Tomica model is based on a Coast Guard H225 and is to 1/124 scale. This is a much larger item than the previous helicopters, and is part of the double-length Long Tomica range, being #137 in the line. It measures 13cm long, and has a rotor-span of 11cm. The construction is quite unusual; only the upper part of the main fuselage, including the cockpit and sponsons, is in diecast. The underside, roof, engines and entire tail assembly are plastic components. There is no interior; the windows are solid and are painted gloss black. The helicopter is white, with two-tone blue stripes and markings along the sides and a black nose. The rear stabiliser features a small wing on one side and a rotating tail rotor in grey plastic. The main rotor is a folding three-level unit that clicks into place, with two parts consisting of two blades and a single blade on the top section. It is made of dark grey plastic and spins well without folding up. There are three small wheels on the underside, plus a black plastic radar scanner under the nose.

PACKAGING

The Kawasaki-Vertol was packaged in the early style black Tomica box. Subsequent models came in the red and white boxes, with the Super Puma packaged in a long box.

Frustratingly, Tomica models are hard to find outside of Japan and neighbouring countries in the far East. However, they are reasonably easy to find from online sellers at affordable prices. The Kawasaki-Vertol is extremely difficult to find in its original black packaging, although fortunately the model was reproduced recently to celebrate Tomica's 50th anniversary. ■

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On the move

A rather exotic Art Deco Coach Station sets the scene for some wonderful classic buses and coaches from the 1950s and 1960s, by Nigel Robertshaw.

ABOVE Perhaps how it should be; with coaches only in the Coach Station. Dinky Toys dominate the scene with the Charbens coach in pole position running an early Bath!

INSET BELOW The period "Coach Station" signage sets the scene.

This magnificent Coach Station was acquired many years ago and is modelled on an iconic Art Deco style building from the early 1930s. The model is commercially made and is similar in style and materials to the more common garages, service stations and even forts and farm yards that used to be available from traditional toyshops back in the day. It is constructed from hardboard, wood, tinfoil and clear glazing with metal fittings which dates it to around the 1958 to 1962 period.

It measures an impressive two feet wide, 20 inches deep and 7 inches tall which gave plenty of room for children to create a great layout of buses and coaches, and still does today!

ART DECO

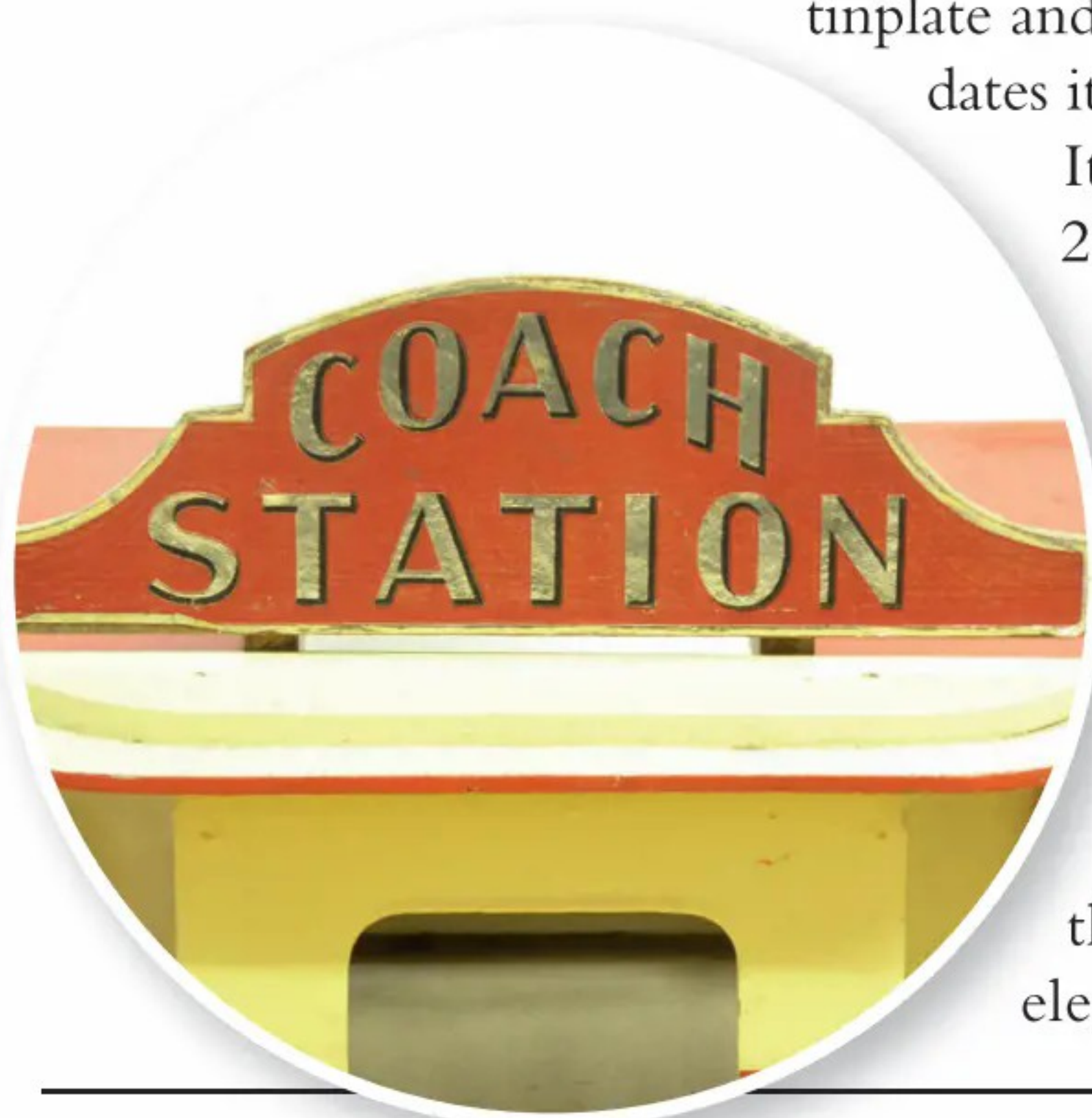
The Art deco design was in vogue in the 1930s when many bus operators built their bus and coach stations, and the style even filtered down to some very elegant bus shelters; not that there were

shelters of any kind where I used to live! Art Deco was all about modern styling with luxury, glamour and a little bit of exuberance. So it is no wonder that this striking architectural design triggered the imagination of this unknown toy and model manufacturer.

THE COACH STATION

The model is built in two sections with a symmetrical frontage to the main building featuring a classic stepped roof, iconic "Coach Station" signage and curved facade. One wing houses the Enquiry Office and the other the Waiting Room, with both featuring a rectangular Art Deco clock. There are also a couple of rather nice colourful flower beds. Out front at the business end are three bus lanes with two central passenger islands each nicely railed and featuring four metal bus stop-style route number signs.

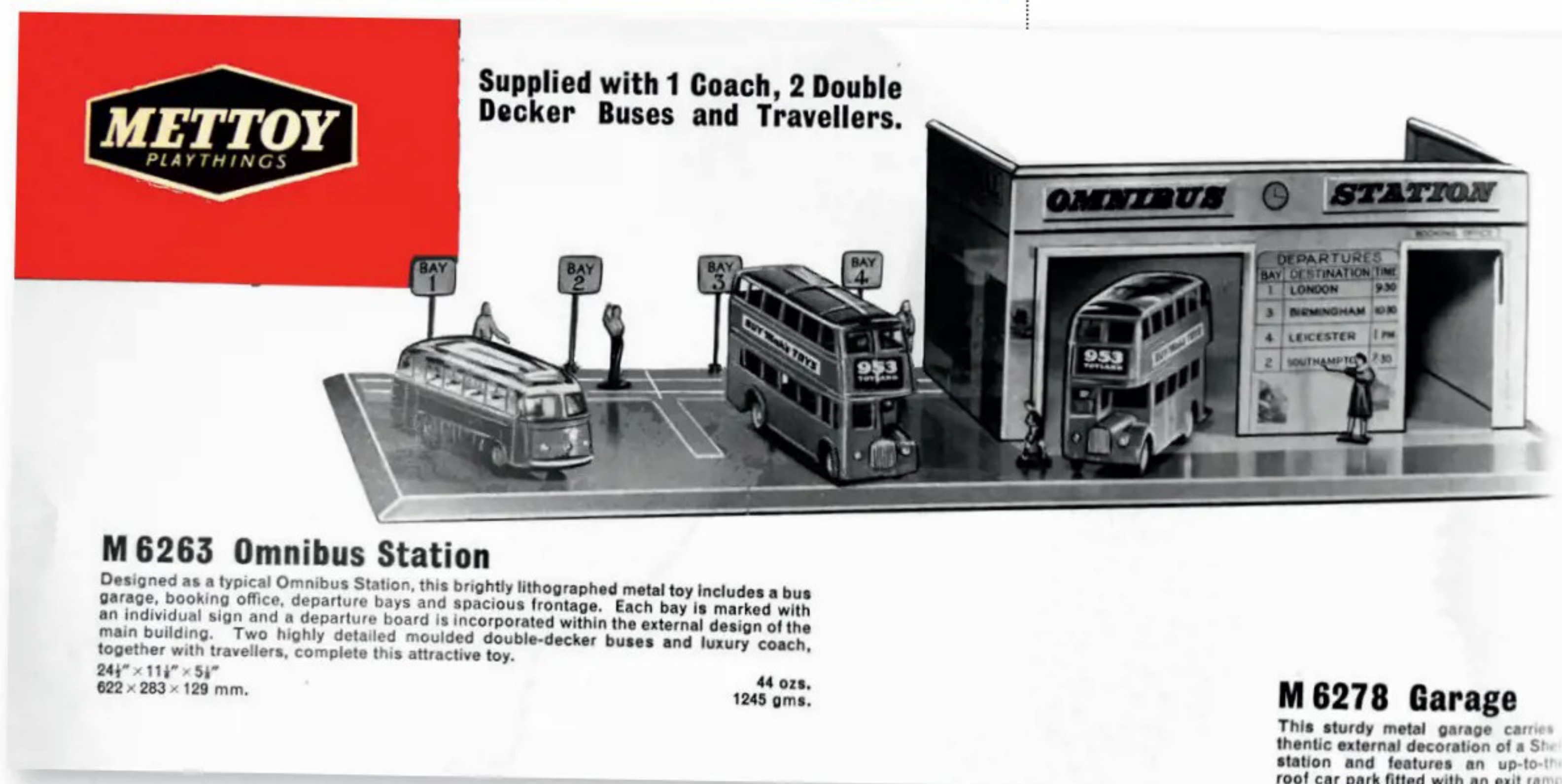
Back in the day toy garages and service stations were much more common, complete with forecourts and petrol pumps and maybe a large car showroom. Sometimes they featured a two-story layout with a precarious curved car ramp leading to the upper





LEFT
A close-up of the Art Deco Enquiry Office and stylish clock. Two Morestone 'deckers, one the rare green version, are on lay-over outside. Note the garden area behind the buses.

FAR LEFT
The Mettoy Bus Station boasts a Refreshments facility. Remember those chocolate vending machines? Note the "Beware of Buses" notice.



floor and maybe even a car lift. These were designed to be played with alongside the motor cars and commercials of the day that were available from Dinky Toys and its various rivals. This Coach Station seems to be one of the very few models that focused fairly and squarely on buses and coaches which were as popular back then as they are today.

METTOY OMNIBUS STATION

The only other similarly themed item which seems to have been available during this era was an unusual National Omnibus Station produced by Mettoy. This was a similar sized colourful lithographed tinplate bus station model featuring a bus garage, booking office, departure bays and spacious frontage to quote the catalogue. It came with "two highly detailed moulded double-decker buses and a luxury coach",

which were made in Hong Kong. The same pair of Mak's double deckers is shown in the related photo although the Continental-style coach has been replaced with more familiar vehicles, again from Mak's, inspired by British diecast models from Dinky and Matchbox.

Although manufactured from very different materials to the Coach Station this model also dates from around the early 1960s period. From the mid-1960s onwards there was a significant move to chiefly plastic construction for this type of toy.

The modelling of a coach station is rather unusual as these establishments were relatively few and far between whereas nearly all towns and cities had at least one bus station. A coach station sounds more exotic although children of the day would want somewhere to accommodate their entire fleet of toy

ABOVE
The Omnibus Station was illustrated in the 1963 Mettoy catalogue and shows the three Hong Kong-made buses "and travellers" supplied with the model.

ABOVE LEFT
The striking Art Deco Coach Station model. Big names such as Tri-ang and Mettoy, plus local makers like Binbak, produced a wide choice of toy garages and service stations in the 1950s and 1960s but the manufacturer of this attractive Coach Station remains a mystery.

The Mettoy Bus Station was supplied with three Hong Kong-made vehicles. Two original Mak's double-deckers have been joined by an assortment of further Mak's coaches. Most are scaled-up Dinky Toys which are a much better match to the size and scale of the building.



This is the lithographed National Omnibus Station from Mettoy. Dinky Toys and a Morestone fill-up the loading bays. Are the vehicles a little under-sized compared to the Bus Station?



buses and importantly somewhere for their double-deckers to operate as well as the coaches. So I suspect that the Coach Station lay-out was actually used more like a bus station with double and single deck service buses dominating the facility although sharing some space with the more stylish coaches.

Most buses and coaches used on the lay-out would have been in played-with condition, with rubbed and chipped paintwork, maybe missing a few tyres and even with a bit of bodywork damage although diecasts of the day were pretty indestructible. However, for some toy collectors back in the 1960s it was all about operating their own bus fleets and many model buses would have been meticulously repainted in (usually fictitious) operator liveries with perhaps some appearing in competing colours to add a bit more variety to the proceedings. Those were the days; get out the brushes, the Humbrol paints and the Mabex transfers!

HEALTH & SAFETY ISSUES

Looking at the Coach Station design there are a few omissions that should perhaps have been provided. First and foremost for every transport hub, and even more essential for a coach station, is the provision of toilet facilities. Furthermore some refreshment



ABOVE The Coach Station provides the backdrop for some rare models here; Chad Valley, Charbens and Morestone together with a Marusan from Japan and a Budgie US Sightseeing Coach.



ABOVE The Station jointly worked by two operators, one predominately green, the other red. This situation could be found at some bus stations back in the 1950s and 1960s.



Red buses are in abundance at the Coach Station with AEC, Commer, Leyland and Maudslay marques.

RIGHT A bus enthusiasts delight with lots of unusual vehicles.



or cafeteria services are a must bearing in mind the volume of people passing through. These two key areas were somewhat overlooked in the Coach Station model. The contemporary Mettoy Omnibus Station did provide a "Refreshments" facility and a wall-mounted chocolate bar dispenser (remember those?) in addition to the "Booking Office".

The classic lay-out of the Coach Station would be frowned upon today. It's no longer acceptable for passengers to cross live bus lanes to reach the main concourse or to get to their designated loading spots. The Mettoy model does at least have a "Beware of Buses" warning sign. Modern bus stations are designed so that the buses park nose-in to the loading bay (although a problem for rear entrance buses!) enabling passengers to board safely and without getting wet. That raises a further point; surely those central islands on the Coach Station should have been covered to provide protection to the waiting passengers? Maybe not, after all it was 1950s Britain!

A CLASSIC COLLECTABLE

Having said all this, the Coach Station is a classic vintage collectable in its own right as well as providing a superb platform on which to display a varied and interesting selection of buses and coaches from the same era. Because it is commercially made there might just be a few others out there. Let us know if you have one and send a photo with your models displayed on it.

So it's time for all bus enthusiasts and old toy collectors to spot some great vintage models from Budgie, Chad Valley, Charbens, Condon, Dinky, Kay, Marusan, Maxwell, Morestone, Morgan Milton and more! ■

Motor Star Monster Trucks

Paul Brent Adams gets up close with a selection of big wheeled miniatures.



ABOVE

The Spin Master Mystery Machine depicts a normal van, rather than the cartoon vehicle seen on *Scooby Doo*. But the graphics are nicely done, and the turquoise wheels make the model stand out. The model comes with a plastic ramp, and a leaflet showing the models from Series 23.

Most 'serious' diecast collectors probably do not even glance at modern Monster Truck models, regarding them simply as toys for children. Which is exactly what all those treasured vintage Dinkys once were. But if you collect film and television related models, as I do, they are well worth a look.

In recent years Hot Wheels and others have increased the number of models based on films, television shows, cartoons, and Super Heroes. Apart from a few well established characters (Superman first appeared in 1938, and *Scooby Doo* in 1969), most of these are from the 1980s and beyond. Shows and characters that would be familiar to the children of today.

Monster Trucks first appeared in the USA, in the 1970s. Early vehicles were regular pick-up trucks,

fitted with modified suspensions, and giant wheels. They were used as stunt vehicles, for crushing cars and making jumps, and then for racing. Later on, other vehicle types were used, and fibreglass replaced metal for the bodywork. This allowed the creation of more way-out fantasy designs.

As the popularity of the real thing increased, toy makers took notice, and began to release models. Often one or two standard chassis units will be fitted with a range of different bodies, in an effort to keep costs down. Typically, the chassis and engine parts are moulded in coloured plastic, or are chromed, with only the main body cast in metal, and plastic accessories.

The giant wheels have prominent tread patterns, just like the real thing, and Hot Wheels have their name on the sidewalls. Most of the tyres are black, but other colours are also used. The wheel hubs are coloured plastic, or chrome-plated.

Some of these toys are based on real Monster Trucks, others are created by the toy makers. It is often hard to tell which are the made-up designs, as some of the real vehicles are pretty wild.

If regular Monster Trucks are too tame for you, a number of special lines have also appeared, such as Glow-in-the-Dark models, and Colour Changers. These special lines do not usually contain any Star Cars. Apart from single models, there are also multi-vehicle packs,

LEFT

Monster Jam models are now made by Spin Master, a Canadian company, although the models are actually manufactured in Vietnam. The *Scooby Doo* model has the copyright date 2020 on its card, while The Mystery Machine van is dated 2022.





LEFT
The Hot Wheels Monster Truck Skeletor. Mainly purple, with a deathly green pallor, and a light blue plastic engine. The 'glowing' red eyes are clear red plastic.

BELOW
Buzz Lightyear is also available in a twin-pack, paired with a vehicle depicting the Evil Emperor Zurg. These twin-packs do not come with any accessories.



and various stunt or racing themed playsets.

The scales used vary. The largest range of models is made in what is loosely referred to as 1/64 scale. This means the models are around four inches long, or 100mm. This is certainly the main scale for the Star Car versions. Larger and smaller models are available, but the ranges are more limited, and there are fewer Star Car models.

Monster Jam is a series of live Monster Truck events, held across the USA. Mattel initially had the rights to the Monster Jam name, and used it on the Hot Wheels Monster Jam series from 2000 until 2018. After losing the rights to the name, the line continued as Hot Wheels Monster Trucks. Spin Master, a Canadian company founded in 1994, then acquired the rights, and began producing Monster Jam toys. This is why you can find the Monster Jam name on trucks from both Hot Wheels and Spin Master.

Many of the single models come with some sort of accessory, which varies from year to year. At one point Hot Wheels included a snap-on Battle Slammer, a plastic battering ram which clipped on to the nose of the model. Several come with hard or soft plastic cars for the Monster Truck to drive over and crush. At one point Spin Master Monster Jam trucks came with a plastic VIP wrist band carrying a tyre-tread pattern and the Monster Jam name, which does not seem very exciting. Later models come with an obstacle for the trucks to tackle, which is a lot more fun. Other gimmicks have included Topps Monster Truck



ABOVE
From the computer animated movie Lightyear (2022), this Hot Wheels Monster Truck depicts the Buzz Lightyear character.



ABOVE
The Hot Wheels Back to the Future Time Machine from the 1980s film series.



ABOVE
The Back to the Future Time Machine is a very nicely detailed model, in a highly reflective silver finish. It comes with a green plastic Connect and Crash car.



ABOVE LEFT
A more modern film related model, the Dodge Charger R/T from *The Fast and the Furious* series. Part of the 2022 Hot Wheels range, it has the copyright date 2021 on the back of the card. Another accurate model mounted on a Monster Truck chassis.

ABOVE RIGHT
From Masters of the Universe - a 1980s line of toys, a cartoon series, and a live-action film - comes the villainous Skeletor. This time with a red plastic car. The Hot Wheels plastic bubbles are shaped like a giant tyre, complete with tread pattern.

trading cards; sheets of temporary tattoos; and small figures. The twin packs do not usually come with any accessories, just the vehicles.

Monster Truck models fall in to two main groups. Normal vehicles, such as a pick-up truck, van, car, school bus, or fire engine, decorated with the vehicle name and wild graphics. The second group includes vehicles with bodies that resemble a particular creature or character - anything from a giant pink poodle to a brain-eating zombie.

In the field of Star Cars, there are three main groups. Ordinary models that simply have images of Super Heroes or cartoon characters on the sides. Vehicles actually shaped like a character, such as Scooby Doo or Skeletor. There are also several models that mount an accurate replica of a film or television vehicle on a Monster Truck chassis, such as the *Back to the Future* DeLorean or the *Fast & Furious* Dodge Charger.

Most Monster Truck toys probably have a hard life, and few will survive in the years to come. There will not be many vintage models for collectors to buy in another decade or two. If you want them, buy them now, or miss out. ■



Ford Sapphire Cosworth

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

For this month's *Then and Now* I shall be including the newest of the 'Then' toys looked at so far in this series – Corgi's 1/36 Ford Sierra Sapphire Cosworth 4x4.

In 1990 Ford tweaked the appearance of its (by then) aging Sierra. This was no facelift however; there were no newly designed lights or bumpers and no metal work was changed. Instead, clear front indicator lenses and smoked rear lights were fitted, along with more models having colour coded bumpers and improved interior trim. At the same time four-wheel drive was introduced on the high-performance Cosworth version. It is one of these later cars Corgi modelled.

During 1992 Corgi introduced two new 1/36 castings into the range of toys, the first for close to ten years. They chose the BMW 525i and Sierra Sapphire RS Cosworth 4x4 as these new castings and both did show a good degree of progress in terms of toy development. They both boasted opening doors, complete with window frames (previously only seen on the 1986 Rover Sterling) and opening bonnets, initially operated by pressing down on the front of the car. The initial release of the curiously titled 'Ford Cosworth' was in the Q8 livery of Ford's works

ABOVE While the larger and older Corgi 'toy' gives away some ground in terms of finer details, there is plenty of detail cast in; including the characteristic bonnet vents fitted to the 4x4 Cosworths.



ABOVE Corgi fitted its toy Cosworth with a simple 'Sierra' number plate, using the correct font Ford used for its badges during this era. While lacking the grille detail of the *Vanguards*, this one does have the tiny headlamp wipers moulded in.

rally cars. The example I have chosen for this feature, however, is the somewhat harder to find plain silver example (not to be confused with the silver and black 'Spender' car Corgi produced from the BBC TV series as part of their TV & Film models).

First impressions of the casting are very favourable. It is well proportioned and replicates the overall shape of the Sapphire well. Being the Cosworth, it also has a neatly cast rear spoiler and characteristic RS bonnet vents of the later cars. A small oval shape is cast into the boot lid and front grille to represent the Ford badges but this model doesn't have any other badging details. There are, however, clear plastic inserts to represent the headlights (complete with tiny moulded wiper blades) as well as clear red plastic inserts to represent the rear lights (albeit without the smoked finished that was featured on the 4x4 Cosworth). The silver paint is well applied and shows off the details of the casting reasonably well. The only criticism I have is that a lot of the black detailing has been omitted. That's said, the front bumper is very well done, with the correct vents and openings and fog lights cast into it. This model also has the correct wheels, as opposed old generic wheels Corgi fitted in the 1980s. On this model, the wheels are the Cosworth's lattice pattern



The Vanguards Cosworth (left) wears the later spoked design wheels. The older Corgi has the earlier lattice design wheels.



ABOVE The larger Corgi Cosworth is missing the sunroof that was standard on the real car. Maybe as the first release was a rally version, with a further two rally liveries released plus at least one police livery a decision was made to omit the sunroof?



ABOVE This view through the open front door clearly shows the level of detail Corgi included back in 1992, with the black leather effect clearly visible.



ABOVE The (correct) black leather seats are well represented in the smaller Vanguards model.

alloy wheels. However, with only the six pairs of raised spokes picked out in silver, you have to look very closely otherwise they do somewhat resemble the 'dog log' alloys of the late 1980s Escort XR3i rather than the Cosworth's lattice pattern.

Inside, Corgi have done an excellent job with the interior detail. Even though the interior of this model is (correctly) modelled in black, it is still possible to easily see the shaped Recaro sports seats fitted to the Cosworth and even the 'creases' in the leather around the corners. The built-in rear headrests of the Sapphire versions of the Sierra are also correctly represented. Overall, this is cracking little model.

2006 saw the Vanguards range, by then under Corgi ownership, celebrate its 10th anniversary. The 100th Vanguards tooling just happened to coincide with this. To mark this special milestone Corgi produced two specially packaged versions of VA100, their Ford Sierra Sapphire Cosworth 4x4 in retro boxes that looked like the original 'lid off' ones Lledo used. One was the rather unusual 'Mica-Chrome' model. The other was this, VA10002, finished in Moonstone Silver and represents a late 'K' plate car. I think the shape of this model is excellent and Corgi have done a cracking job of creating the subtle casting differences between this and the GLS spec Sapphire they also produced. A separate, close fitting, bonnet for example allows for



ABOVE Both models include the bonnet vents of the post 1990 4x4 Cosworth. The fit of the opening bonnet on the larger Corgi (right) is snug and matches the separate bonnet piece Corgi used on its later Vanguards model. Only the lack of black on the scuttle vents (between the back of the bonnet and windscreen) gives away the toy origins larger.

the Cosworth's correct bonnet vents to be included. The bumpers are also separate parts, allowing Corgi to again carefully replicate the subtle differences between this and the more mainstream Sapphire models. I love the tiny boot badges, the smoked rear lights, the tiny 4x4 badges on the front wings and the spoked effect alloy wheels of the later Cosworth's are great. Placed side-by-side, you can see the difference the black detailing of parts like the bumper inserts and side rubbing strips makes to the overall 'feel' of the model. Like its larger, older brother, the interior is correctly black and once again the creases in the (optional) leather Recaro seats are replicated. This one even has the four spoke steering wheel Ford fitted during the Sierra's final year of production before the launch of the Mondeo (the red Vanguards Sierra Sapphire GLS, correctly, has the earlier three spoke wheel).

So, while the Corgi Vanguards model is clearly a model aimed at collectors and the 1/36 toy very much a toy, I think it is fair to say that given the relatively small age gap between these two, that they are the closest in terms of accuracy and levels of detail. They are certainly the most similar so far in this series, showing just how far toy manufacturing has come over the decades. ■

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Mercedes-AMG G 63 4x4 | 1:18

Small Scale. Big Adventure.

The (nearly) invisible jet

Paul Brent Adams discovers a new model to add to his Wonder Woman collection.

ABOVE RIGHT Wonder Woman looks very determined - someone is in trouble. The figure is very well detailed, and easily seen due to the open cockpit.



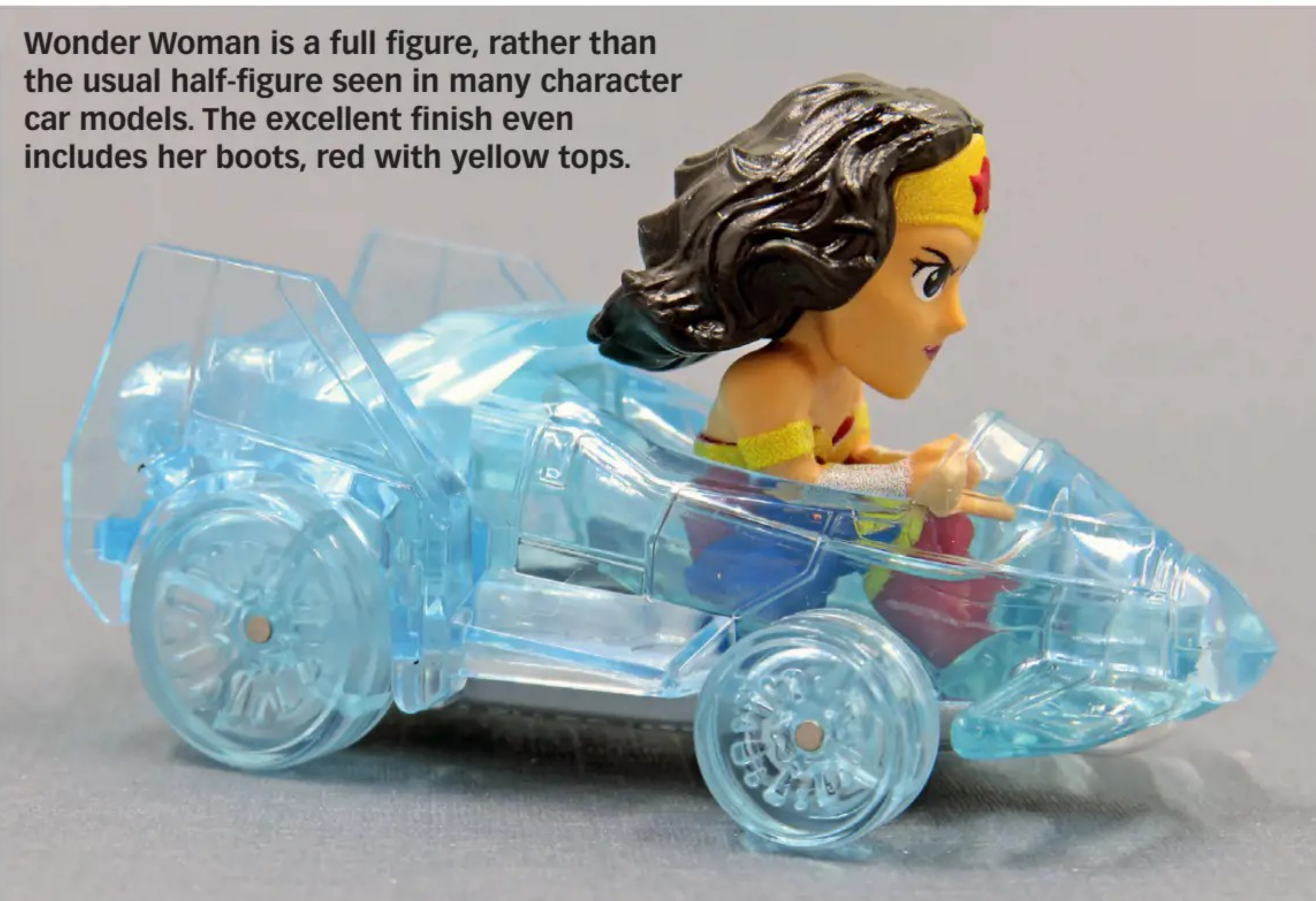
ABOVE The Hot Wheels Racers cards are the same height as a regular Mainline card - 165mm, but considerably wider at 140mm.

My earlier article on the Wonder Woman Jet (*Diecast Collector*, May 2024) had only just been published, when I discovered another Wonder Woman model from Hot Wheels - an Invisible Jet. Hot Wheels had previously done a joke version of the Invisible Jet for the San Diego Comic Convention (which was an empty bubble pack) but this was an actual model of the Jet, with Wonder Woman at the controls.

In 2023 Hot Wheels introduced a new line of diecast models, called RacerVerse. These are cartoon-like vehicles, with a slightly over-sized plastic driver figure. All the vehicles to date being based on movie, television, or comic book characters.

There are plenty of Super Hero models in the line, from both Marvel and DC. One of the new models for 2024 is Wonder Woman, and her 'vehicle' is the famous Invisible Jet. Being unable to fly until recently, Wonder Woman needed a plane to get around, and she has flown a number of different aircraft.

Wonder Woman is a full figure, rather than the usual half-figure seen in many character car models. The excellent finish even includes her boots, red with yellow tops.



This version of the Invisible Jet is rather car-like, and is 62mm long. It has twin fins, like many modern fighter planes; twin jet exhausts at the rear (but where are the air intakes?), and canard foreplanes ahead of the front wheels. The aircraft has an open cockpit, and four wheels for road use.

The model is made mainly of clear blue plastic, but it does have a white-painted metal baseplate, so it is heavier than it looks. Even the wheels are clear blue plastic, and the model is an excellent runner. There is no tampo printing on the plane at all.

Sitting in the cockpit is a plastic model of Wonder Woman. Most character car models with over-sized drivers only provide a head and upper body, with no lower body at all. But here we have a full figure, probably because the fuselage is clear, and the lower body is therefore visible.

Wonder Woman looks very determined. She is well sculpted, and nicely painted. The head and arms are flesh tone, with black hair. Facial details include eyes, eyebrows and mouth, which are also well done.

Her uniform is red, blue, and gold, with white arm bands. Even her boots are red with yellow tops.

The base does not give a lot of information this time. There is a Hot Wheels ribbon, but no Hot Wheels name. Other markings are © & TM DC (Copyright and Trademark DC Comics); © 2023 Mattel; and MADE IN THAILAND.

The card shows the model in the upper left corner, and has NEW 2024 below the DC Comics logo. The card is the same height as a regular, or Mainline, Hot Wheels card, but is considerably wider.

In addition to this single model, there is also a twin-pack with Batman driving the Batmobile. This version of the Invisible Jet is in plain clear plastic.

The RacerVerse models are considerably more expensive than regular Hot Wheels cars, and are about the same as the various Hot Wheels Premium lines. There are also twin-packs, four-packs, five-packs, and track sets. Some of the two-packs contain exclusive models, that are not available individually. ■



Corgi through the years

Rick Wilson continues his series of year-by-year articles from the beginning of the brand in 1956. We continue with the models released during the second half of 1978.

**1978
PART 2**

The second half of 1978 saw another good mix of releases, again underlining Corgi's commitment to appeal to a broad base. Interestingly, more than a third of the 14 new announcements were gift sets.

July began with a tweak to a set released the previous month. Gift Set 45 Royal Canadian Mounted Police Land Rover and Horsebox was a reworking of Gift Set 44 Metropolitan Police Land Rover and Horsebox, with the vehicle and trailer now in the RCMP dark blue, featuring appropriate markings, and the horse was now black with a Mountie sitting on it. It only lasted in the catalogue for a short time (withdrawn in 1979) and sold less well than the Met Police version.

The other release in July was No.405 Chevrolet Superior Ambulance – a modified Chevrolet Van, with side windows and a raised roof section. Painted in hi-vis orange and white, it features opening rear doors and came with a medic figure and stretcher, with a patient moulded into the latter.

There were two further gift sets seen in August too. GS35 Chopper Squad Surf Rescue was based on the popular Australian TV series, Chopper Squad.

Comprising another version of No.419 Jeep, without the plastic roof section and now painted a dark metallic blue, hauling a matching trailer, which carried a red and white plastic boat. The bonnet of the Jeep was adorned by the Chopper Squad logo and the boat was marked with "SURF RESCUE" in red on the white hull. Released at the same time was a perfect match for this set, No.927 Chopper Squad Jet Ranger Helicopter. Painted in the same colour as the Jeep, it was a new version of No.926 Stromberg Jet Ranger, released two months earlier, and was now fitted with white plastic floats, which carried the Chopper Squad logo. The sides of the fuselage wear "Surf Rescue" stickers. Rounding out the month was yet another gift set featuring the Land Rover and horse trailer. GS47 Pony Club Land Rover and Horsebox differed from GS44 and GS45 in that the Land Rover features a black plastic roof rack with access ladder. The vehicle and trailer were painted in a metallic bronze/copper colour, and the Land Rover has a white roof. The horse is a pale brown with blonde mane and tail, and has a more leisurely figure as a rider.

The fourth gift set of this second half of the year appeared in September. GS20 Emergency Gift Set, in reality, wasn't a true new release, but an updated

ABOVE
GS48 Pinder Jean Richard Circus Set, all set up. Image credit: Vectis

BELOW
No.1107 Berliet Container Truck. Image credit: Vectis





ABOVE No.320 The Saint's Jaguar XJS. Image credit: Vectis



ABOVE GS45 Royal Canadian Mounted Police Set. Image credit: Vectis



version of Gift Set 18 that was first seen in August 1975. The major change was the replacement of the Cortina GXL with the latest No.429 Police Jaguar XJ 12C, which had appeared as a standalone release earlier in the year, in February.

Two further September releases were No.201 Mini 1000, the latest 1/36 scale version of the iconic car, and No.1107 Berliet Container Truck, at 1/48 scale. The Mini was initially released in silver and was adorned with racing stripes and numbers, bearing allegiance to “team Corgi”. Later in its production run, this could be found in either blue or orange. The container truck



ABOVE GS35 Chopper Squad Surf Rescue. Image credit: Vectis



ABOVE No.405 Chevrolet Superior Ambulance. Image credit: Vectis

LEFT GS47 Pony Club. Image credit: Vectis



ABOVE No.201 Mini 1000. Image credit: Rick Wilson

is, effectively, an updated version of No.1106 Mack Container Truck, with the Mack cab replaced by the latest Berliet unit. The cab was usually painted blue and white, but a quantity of rare orange and white versions were made. The trailer bed is white on both versions, with the rear wheel mudguards painted to match the main cab colour. The containers are grey and stickered up as belonging to “United States Lines”.

October was very much a TV-based month, with a pair of releases that were popular with TV action fans.

CORGI TOYS 1978 RELEASES – JULY TO DECEMBER					
No	Title	Scale	Released	Withdrawn	Sales
201	Mini 1000	1/36	September	-	345,000+
268	Batbike	-	October	-	549,000+
319	Jaguar XJS	1/36	November	1981	242,000
320	Saint's Jaguar XJS	1/36	October	1981	467,000
321	Porsche 924 Saloon	1/36	November	1981	241,000
405	Chevrolet Superior Ambulance	1/36	July	1980	164,000
430	Porsche 924 Polizei	1/36	November	1980	92,000
927	Chopper Squad Jet Ranger Helicopter	1/36	August	1980	194,000
1107	Berliet Container Truck	1/48	September	1979	39,000
GS20	Emergency Gift Set	-	September	1980	50,000
GS35	Chopper Squad Surf Rescue	-	August	1980	142,000
GS45	Royal Canadian Mounted Police Land Rover and Horsebox	1/36	July	1979	28,000
GS47	Pony Club Land Rover and Horsebox	1/36	August	1980	107,000
GS48	Jean Richard's Circus	-	November	1980	61,000

Source: The Great Book of Corgi 1956-1983



ABOVE
GS20 Emergency Set. Image credit: Vectis



ABOVE
GS48 Pinder Jean Richard Circus Set in its box. Image credit: Vectis



ABOVE
No.927 Chopper Squad Jet Ranger. Image credit: Vectis

No.268 Batbike is a large black and red motorcycle, ridden by a Batman figure with a flowing cape. It features two rocket launchers in the front fairing and also incorporates a built-in drop-down stand. Travelling across the Atlantic, the original The Saint TV show had been revitalised as *The Return of the Saint*, starring Ian Ogilvy. Rather than the sublime Volvo P1800, Ogilvy's Simon Templar drove something a little more up to date. And British. The Jaguar XJS chosen for the remake, of course, wears the Saint logo on the bonnet of No.320, just like Corgi's first version.

Into November and the XJS made another appearance, this time in a rather sumptuous dark metallic red, without the bonnet adornment, as No.319. A large quantity of these had already been given away as promotionals by British Leyland itself at the NEC British International Motor Show in late October, with a special card overfold.

A pair of Porsche 924 releases came at the same time too, one as a standard road car, as No.321 in red or

Corgi Toys 1978 July to December releases production colours

No	Title	Colours produced
201	Mini 1000	Silver or blue or orange
268	Batbike	Black/red
319	Jaguar XJS	Dark metallic red
320	Saint's Jaguar XJS	White
321	Porsche 924 Saloon	Red or gold
405	Chevrolet Superior Ambulance	White/orange
430	Porsche 924 Polizei	White/black or white/green
927	Chopper Squad Jet Ranger Helicopter	Metallic dark blue/white
1107	Berliet Container Truck	Blue/white/grey or orange/white/grey
GS20	Emergency Gift Set	As per constituent parts
GS35	Chopper Squad Surf Rescue	Metallic blue/red/white
GS45	Royal Canadian Mounted Police Land Rover and Horsebox	Dark blue
GS47	Pony Club Land Rover and Horsebox	Metallic bronze/white
GS48	Jean Richard's Circus	As per constituent parts

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

RIGHT
No.319 Jaguar XJS. Image credit: Vectis



ABOVE
No.268 Batman Batbike. Image credit: Vectis



ABOVE
No.321 Porsche 924 in both red and gold versions. Image credit: Vectis

BELOW
No.430 Porsche 924 Police/Polizei in both versions. Image credit: Vectis



gold, and one as a police vehicle. Painted white, the UK "POLICE" version has black doors and bonnet, whereas the German "POLIZEI" variant has green doors and a bonnet.

Finally for 1978, also in November, came the incredible set seen as the header image for this month's instalment. GS48 Jean Richard Circus Set broke new ground with its lavish circus arena display. With five diecasts, four human figures (ringmaster, clown trapeze artist and human cannonball) and five animals (two horses, an elephant, a chimpanzee and a polar bear) to go with the diorama, the play value is off the charts with this release. The five diecasts included were a Land Rover with Animal Trailer (released separately as GS30 in February 1979), Human Cannon (Berliet cab unit with special rear body, released separately as No.1163 in February 1979), Booking Office Van (a special-liveried Chevrolet Van, released separately as No.426 in February 1979) and a further trailer.

Next month, we detail the new models that went on sale during the first half of 1979. Featuring another great group of new releases, be sure to check out the March issue of *Diecast Collector*! ■



Simply Shackleton

Brian Howes ventures back in time with an iconic fleet of vehicles.

ABOVE
Shackleton Foden Flatbed Truck, finished with a blue cab and flatbed, grey wheelarches and a red chassis.

BELOW
One of the first advertisements to appear in *Meccano Magazine* showed the chassis detail of the FG6 platform lorry. Note the revised price of 56/6 applied after Abbey Corinthian Games took over distribution.

Maurice Shackleton started making toys during the late 1930s under the trading name of James Shackleton & Son. He had previously worked for Foden at its Sandbach based works. Having left Foden Maurice developed his toy making company working from buildings formerly used as stables behind the Wheatsheaf Hotel in Sandbach.

He made wooden toys, some with metal parts, including wheeled vehicles and dolls houses. These toys included a six-wheeled articulated timber tractor and trailer and a four wheeled truck with chains, both made around 1939. Though lacking in fine detail it was apparent that they were based on the Foden DG with typical pre-war Foden pressed tin radiators.

Little is known of what happened to the

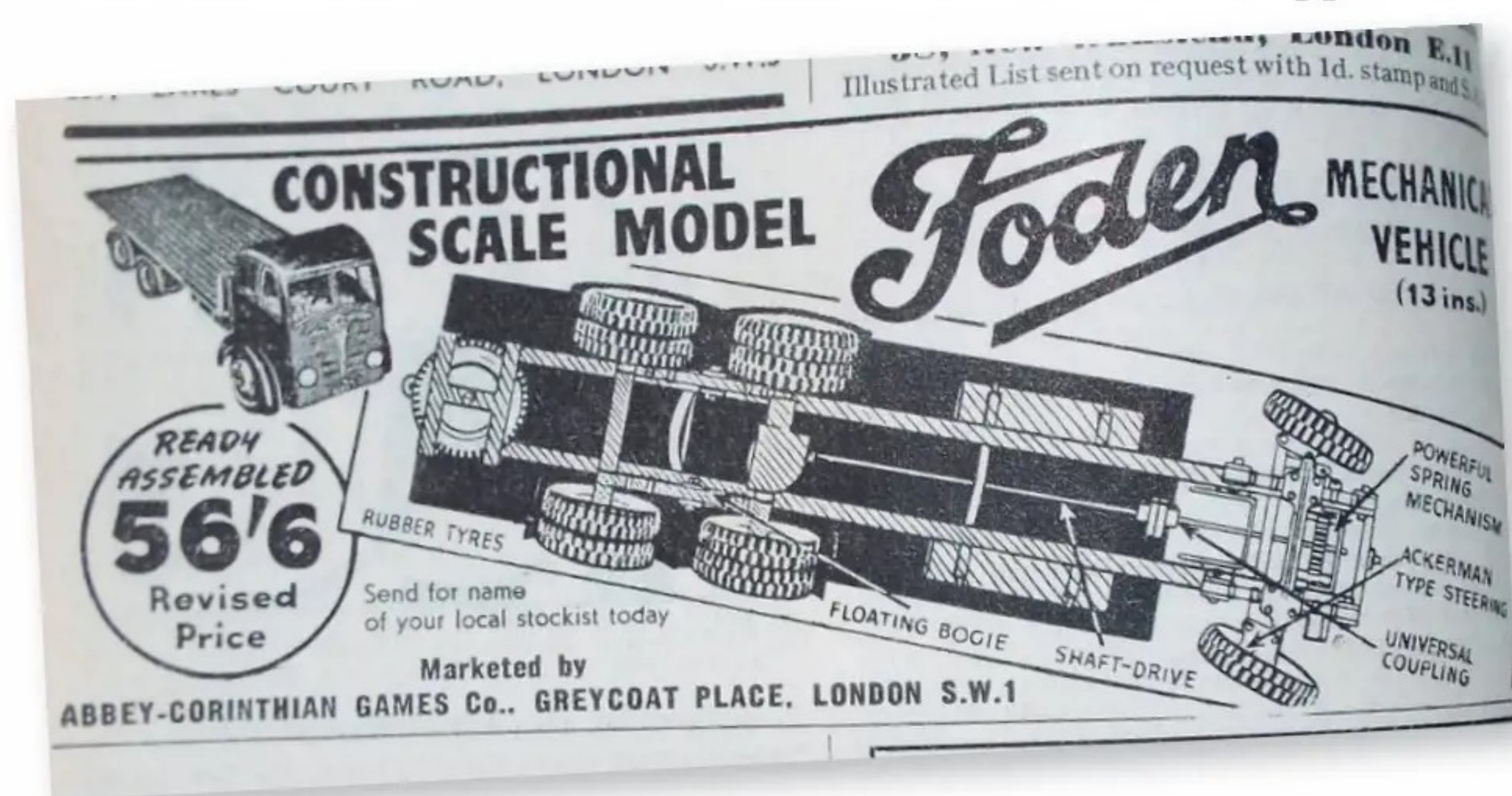
new project to develop.

His aim was to create a metal constructional model of a Foden lorry made from individual interchangeable parts. Meccano had launched its constructor aeroplanes and motor cars in 1931 and 1932 respectively but the market was wide open for a commercial vehicle to equal the play value of the Meccano constructor toys. It was possible to construct a reasonably good Foden six or eight wheeler using Meccano but Shackleton's aim was to produce a constructor vehicle far in advance of any Meccano toy. A finely engineered toy that could be easily taken apart and re-built by its owner.

Shackleton's choice of vehicle was hardly surprising considering his pre-war models. He turned his attention to the very stylish new Foden FG6 designed at the nearby Sandbach works in 1948 to replace the rather dated looking DG model. Tooling soon began on the toy and two diecasting machines were purchased to cast the body parts.

Prior to the start of production a move was made to more spacious premises at nearby Malkins Bank. The first Shackleton model to be made there was a FG6 Platform lorry which was launched in the autumn of 1948. It comprised of 65 individual parts all of which were thought to have been made in-house (as was the policy at the Foden factory where

Shackleton business during World War Two but after hostilities ended Maurice Shackleton soon had a





ABOVE
A David Brown Trackmaster 30.

Shackleton had worked).

The workforce at the Malkins Bank factory slowly rose to around forty as the new toy Foden flat-bed began to roll off the production line in various colours, usually sporting a grey chassis and red mudguards.

What made this Shackleton model so special was its large scale (13in long) which gave it terrific play value, plus its all-round excellent engineering. Each toy sported a powerful clockwork motor, Ackerman type steering, visible drive shaft with universal coupling, floating bogie and realistic rubber tyres. They were sold completely assembled in smart blue and yellow cardboard boxes with a picture of the model on the lid and each toy came complete with its own tools (a spanner and screwdriver) along with the all-important clockwork motor key. This was by no means a cheap toy to buy, however, and carried a hefty price tag of 59/6d.

Marketing of these super Foden's was initially undertaken by a team of travelling salesmen touring toy shops to drum up orders and the FG6 proved a popular toy, especially as a Christmas gift (sadly I never got one!). An excellent marketing



ABOVE
Shackleton Foden flatbed truck and Dyson trailer.

BELOW
Shackleton Foden FG6 Tipper.



opportunity arose for Shackleton at the 1949 *Daily Mail* Ideal Home Exhibition where a special display highlighting the latest in 'Toy Design and Development' was organised by Hilary (Harry) Fisher Page of 'Kiddicraft Toys' (noted for its pioneering self-locking blocks and 'sensible' safety toys). Fisher Page kindly exhibited one of Maurice Shackleton's prototype Foden FG6 models at the show which gained Royal approval when it was duly presented as a gift to the young Prince Michael of Kent after he took a shine to it.

In order to boost sales and streamline distribution Shackleton appointed Abbey Corinthian Games of London to market and distribute the flat-bed Foden.

Advertisements soon appeared in *Meccano Magazine* albeit with a retail price revised down from 59/6d to 56/6d.

In October 1949 a new Dyson 8-ton drawbar trailer was released to fit the platform lorry priced at 18/6d. This price was also later revised down to 17/6d.

A further model was added to the range in the autumn of 1950 in the shape of a very smart Foden FG6 tipper with a slightly shorter wheelbase. This model carried an initial price tag of 65/- (later revised to 56/6d) and was sold in a red and yellow box with the usual black and white



illustration. It is estimated that only around 5,000 of these tipper's were made making it much rarer than the flat bed.

Although the company appeared to be doing well, by Christmas of 1950 the Korean War was to have a catastrophic effect on Shackleton's business. During 1951 an embargo was placed on the use of zinc for non-essential products. Zinc became heavily rationed and the sale of toys containing zinc was prohibited. At best companies were only allowed around a quarter of their normal zinc supplies and with the toy industry not being considered to be of vital importance the ban was crippling for the diecasting industry. This embargo lasted until the spring of 1952



when the Korean War ended following the signing of an armistice in May of that year. The zinc shortage also meant that brass was also in very short supply which would have been an extra problem for Shackleton. This had an impact on all British toy makers, especially those who were attempting to establish themselves in the industry. As a measure of how serious the zinc ban was it was this uncertainty surrounding the future of diecasting due to metal shortages that led Rodney Smith to sell his interest in Lesney in 1951.

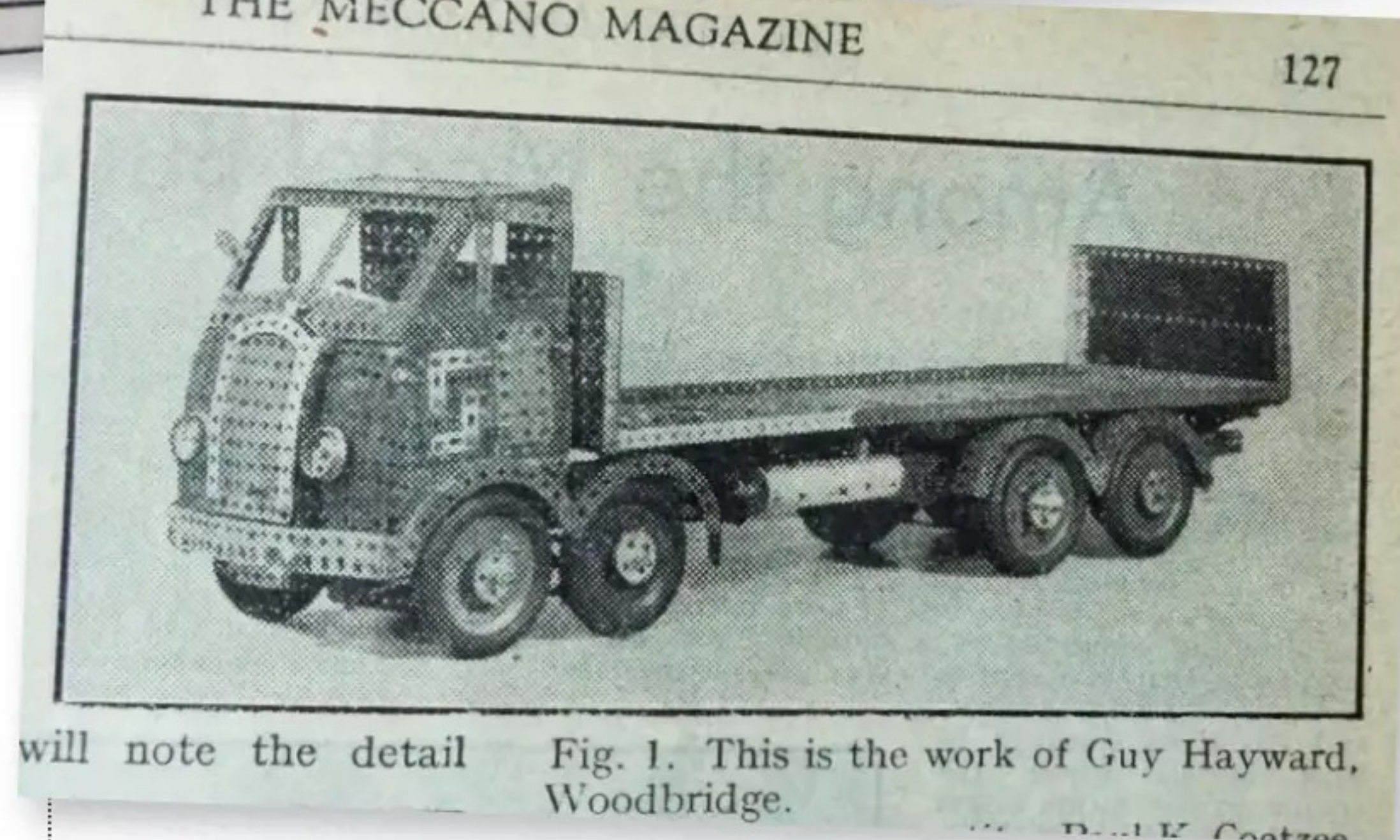
Despite the crippling zinc embargo Shackleton still managed to tool up and produce what many collectors consider to be its finest creation in 1952, although very few were made. This came about through a special arrangement with David Brown who asked Shackleton to produce a working scale model of its new Trackmaster 30 Crawler tractor. Brown's ordered 100 models from Shackleton to use for promotional purposes. This order was duly fulfilled and a further fifty Trackmaster 30 Crawlers were made for general sale. This was a very fine model, its clockwork motor had forward and reverse gearing and it was sold in a box similar to the Foden lorries. Despite this new venture Shackleton still could not survive through the tough trading conditions of the day. Four years of steady growth had seen the company expand its range to four models with total production output numbering somewhere around 40,000 units. Sadly the cost of the David Brown contract might well have been the reason for the final demise of Shackleton with production finally coming to an end late in 1952 when it entered receivership. There may have been many contributing factors relating to Shackleton's

ABOVE LEFT
Shackleton Foden DG articulated log lorry.

RIGHT
This Meccano built Foden FG flatbed with tailgate highlights how the Shackleton was such a massive improvement in terms of design and detail over Meccano.

ABOVE RIGHT
December of 1950 saw the full Shackleton fleet on offer by which time the price of the Flat-bed had dropped to 52/6.

Despite the crippling zinc embargo Shackleton still managed to tool up and produce what many collectors consider to be its finest creation in 1952, although very few were made.



will note the detail Fig. 1. This is the work of Guy Hayward, Woodbridge.

demise, but due to lack of records these details remain unknown. It has been rumoured among collectors that plans were afoot to introduce a heavy haulage tractor with a draw-bar low-loader as the next model had the company survived, but again factual details relating to this also remain vague.

What is known is that Chad Valley of Harborne purchased the tooling, dies and moulds for the Shackleton toys from the receiver but no further models were made.

Abbey Corinthian Games continued to market and distribute its existing stocks of Shackleton products through to the late 1950s. Its final stock eventually having to be disposed of due to chronic metal fatigue effecting the diecast body parts. This may indicate that poor quality alloy with low zinc levels was used to produce the final castings. A useful note for collectors is that when stocks of printed boxes for the flat bed ran out they were sold in plain green boxes.

Chad Valley might also have purchased warehouse stocks from Shackleton along with the moulds and tooling as an FG6 Tipper was once sold by Bonhams at auction containing a receipt for a repair carried out by Chad Valley in September 1952. Why would Chad Valley have taken on such a repair I wonder?

Short lived though it was Shackleton certainly was one of the great British toymakers and its models are now held in high esteem by collectors. Collecting Shackleton's, however, has become quite an expensive hobby these days with un-boxed examples commanding prices of £300-£400. Boxed examples can easily triple that price depending on condition. As for the David Brown crawler you would need to pay several thousand pounds to own one mint and boxed should you ever be lucky enough to find one for sale!

Interestingly a David Brown 25D tractor was also modelled in a similar scale to the Shackleton crawler and can easily be mistaken as a Shackleton model. This was, however, made by Denzil Skinner & Co Ltd.

Maurice Shackleton went on to gain employment with ICI in Middlewich, Cheshire in the late 1950s and was responsible for the creation of around 250 splendid promotional models of Foden's S21 flat-bed eight-wheeler... but that, as they say, is another story! ■



A-Z of diecast

In which **Alwyn Brice** has an L of a time...

This month, gentle reader, we investigate the letter L. Needless to say, there are three giants who fall under this particular character of the alphabet.

So... should I say much about Lesney? Probably not. Lesney (originally Moko) has been the backbone of the model diecast collecting world for an awful long time. Yes, I know, there are many other manufacturers whose products you can collect, but anyone over the age of 50 will have had one or more of these little gems in their household at some point.

Incredibly successful, they have kept head and shoulders above the turbulent waters of the collecting world. This has been (historically) in part due to the company's keen pricing, the models' attractive presentation packaging, the manufacturer's continued innovation (equating to more play value) and the constantly changing range that centred on a 1-75 series. Deviations, like the King Size and the Yesteryears, have failed to capture the attention of the 1-75 faithful to the same degree.

If you read auction reports regularly, then you'll know that these days, it's the pre-production examples, odd colour schemes and error castings that command the big money. But leave those out of the equation and you're left with a manageable range to collect, and one that is readily available. True, it's going to cost a few quid and more – but the lines of little diecasts sitting on their boxes in a cabinet continues to exert a huge attraction for many.

Quality varies – the earliest examples will seem crude and poorly painted by today's standards but models from the 1960s and 1970s are much better in terms of finish. As for the Superfast, well, I'll let you make up your own mind about those...

ABOVE
This Lansdowne 1935 Brough Superior 8 was what pre-war motoring was all about (at least, for the privileged few).

BELOW
One for Barbie? Liberty Walk's take on the TSM Nissan 35GT-RR.



RIGHT
Based on a Mini GT model, here is Liberty Walk's Nissan Silvia S15.



TAKING THE LIBERTY...

A bit of an oddball, Liberty Walk. If I'm to believe all that I read, this range of diecast cars has evolved as a by-product of a Japanese car tuning and bodywork enterprise. The company has opted for well-made models in 1/64 scale, by the likes of Aoshima, Mini GT and INNO64, which are then customised, in much the same way as the real thing. Think bodywork addenda, flared arches and more detailed wheels and you start to get the picture.

The Japanese words "bosozoku" and "kyuusha" both refer to particular types of customisation that have been popular within the country. Translate that into 1/64 and you end up with

something rather different, especially when the model is based on a customer's real car that has



Cute little Honda S800 is from the Lang Feng stable.



ABOVE
The Vauxhall Victor is a desirable acquisition if in red.

BELOW
A Ford Fordor from Lemeco; this example is exhibiting a degree of fatigue.



A Ford Consul in convertible format from Lansdowne.

gone through the workshop. Unlike the real thing, though, these replicas are much more affordable and are reminiscent of the Hot Wheels confection, thanks to their gaudy colours and exaggerated lines.

...AND ANOTHER LIBERTY

Just to confuse the issue, there is another company trading under Liberty, but this one is in the US. Dating from 1991, it began to specialise in diecast models just before the millennium. Its 1/25 scale range includes Model A Ford truck versions in several liveries but there are other types of truck (Chevrolet, Dodge and Willys, for example) if that's your interest. World War Two aircraft, as well as civilian aircraft in different scales, are entertained. There are 1/6 scale model (working) dragster and road car engines, and of course, some road cars and articulated lorries of the type that frequent the US highways. Very much a US-focussed output overall, the models are well built and won't break the bank in terms of cost.

TURNING JAPANESE

Lang Feng is yet another maker which has adopted the smaller scales for its output, namely 1/64 and 1/87. Mazda, Nissan, Toyota and Honda models are available (shamelessly flying the Japanese flag), but Volkswagen, Mercedes and Bentley are three other marques that you'll find. Given the tiny scale, you cannot expect too much in the way of fine detail but to its credit, Lang Feng's quality is rather good.

These models are inexpensive enough and if you are keen on tuned-up Japanese saloon cars, the range will certainly not disappoint.



ABOVE
Something a bit different: 1/6 model of a 350 Chevrolet small block engine from Liberty.



ABOVE
The famous Beales vehicle, produced in limited quantity by Lesney.

WHITE METAL CONTENDER

Not diecast, I admit, but Lansdowne Models is well known within collecting circles. The white metal range is comprehensive in scope and serves the 1/43 market well. Unashamedly British in its output, Lansdowne offers some really interesting model cars into which clearly much thought has gone. Take the 1950s Ford Zephyr Farnham Estate or the Tickford-bodied Humber Super Snipe in drophead format, for example. Both are stunning models, but there are many more besides. And if you want an alternative to a car, how about the Bedford Dormobile camper van in typical 1950s red and white? In terms of era, you can travel back to the 1930s if you wish, although the 1950s and 1960s tend to have the bulk of options.

Quality is very good, but then these are white metal, and not produced in the numbers that some manufacturers push out these days. And if detail is a little heavy here and there, it's atoned for in my book by the models' excellent paintwork. Prices are reasonable for this level of model, at around £80. Buy one, and I think you'll want more.

SWEDISH SLANT

As a postscript to this month's A-Z, I ought to mention Swedish company Lemeco, which was founded in 1948 and located near Stockholm. Although long out of business (it went into liquidation in the 1980s) this company was a boardgame producer and toy manufacturer, as well as being an importer. It offered a few diecast models of overseas cars, such as the Ford Fordor and our homegrown Austin Devon, back in the early 1950s, along with military models, such as the ubiquitous World War Two US jeep. ■



On the write line...

With correspondence to Father Christmas, the annual news letters to family and the obligatory "thank you" letters all soon to be behind us, **Stephen Paul Hardy** encourages you to keep that pen to hand...



It's alright for you ...you've been doing it for years and anyway I wouldn't know where to start ... or even how to go about it. Besides I hated English lessons at school and was never good at writing essays."

Yes, that was the thrust of a recent conversation somebody had with me and not the first along those lines by a long way either.

So let's debunk those self-doubts enough to give any would be contributor sufficient encouragement to just "put pen to paper" and write an article.

JUMPING HURDLES

I struggled with 'O' level English... because I needed to have a pragmatic purpose before I could grasp learning how to use the tool to achieve the end result. So when it comes to writing I need to be motivated by a passion for, or very focused interest in, the subject. Now I guess that almost all of *Diecast Collector's* readership have that focused interest in at least one subject! So, that's the first hurdle cleared.

The second hurdle is not (primarily) about an exercise in written English but about the structure - or steps - we need to take to translate that passion, interest or knowledge in our head into a form that is, ultimately, publishable.

I feel privileged to have within my social circle of friends over a dozen current or former Editors (some of whom I have known now for a very long time). Several have, at some time or another, helped train me effectively by default through recounting insights into contributions they have received and the often-onerous additional work needed to shape (or in some cases even comprehend) submitted contribution drafts.

An article needs to engage as well as inform the reader by telling a "story" that logically builds on a theme, explanation or illustration. The intuitive understanding of the subject, by the majority of those who will read it, also needs to be taken account of so that the end "read" is neither boringly basic and patronising nor so abstract and deep that it goes over the heads of most readers within a few paragraphs. Avoid the temptation to write a cataloguing of



ABOVE We all know the adage “a picture is worth a thousand words” so think carefully about composing photos that not only illustrate points in your contribution but elaborate on them with detail that your target word count precludes you describing in any depth. Carefully worded captions are a very useful way of highlighting points you want to make.



ABOVE Portable photo cubes are useful but for multiple model shoots, and regular work, studio softbox kits in combination with a backdrop set up and robust tripod with quality ball head mount are the best way to go because, after all, you want every inch of your subject to be in focus and well lit!

FAR LEFT The tools and materials have changed over the years but the basic principles remain exactly the same!

some form or other – they are already out there. Concentrate instead on sharing anecdotal and factual insights that aren’t generally known or been covered before.

Interestingly those steps I use are no different now than when some of my first national circulation magazine articles reached publication four and a half decades ago. For me, all that has changed is the evolution of the tools and technology I use.

Now I appreciate that there are still a few contributors (and potential contributors) working in the same way I did when I started so let’s go back to basics.

DRAFTING

First some initial pre-drafting preparation; sketching out the content scope by noting down the intentions of an introductory paragraph, the main content paragraph headings and a concluding paragraph. Most importantly keep in mind the target word count of the finished draft and some old fashioned, empirically based, rules of thumb. Ones like max 25 words per sentence, max six sentences to a paragraph etc.,

Then using a wide-lined A4 pad and black ball point pen jot the first thoughts down double or even treble line spaced. Draft and reread, reorder or add inserted thoughts in the vacant line spaces. Rewrite and if possible, leave overnight to “sleep on it”. Reread and produce the final draft in clean, clear, double line spaced writing ready for someone else to read, edit and process. Monotonous, laborious and time consuming that three stage process may at first appear to be but it is very effective way of putting the sentences, and paragraphs in a logical final sequence so that the “story” flows. Of course, for many of us with home computing kit at our disposal the steps are exactly the same but now just paperless!

Before you go putting a lot of work in check out with the intended recipient how welcome your potential contribution might be. Ask about what specific guidance and conditions they stipulate, the terms under which they will accept material for publication. Not forgetting the format(s) they require

it to be submitted in, the target word count of your contribution and all important any deadline dates that need meeting. *Diecast Collector’s* publisher – Warners Group Publications Plc – for example have an excellent six page Standard Contributor / Freelancer Terms & Conditions document laying all these matters out very clearly.

As a passing thought many of the points I made in *Inspiration and influence* (November 2024 issue) apply here – especially those in the “HOW TO GET STARTED” and “WHO N WHEN” paragraphs.

PHOTOGRAPHS

The digital age has been a godsend and a “How to” on scale model photography could easily soak up at least three pages but the four headline points are:

- 1) good, consistent, diffused lighting is essential
- 2) a stable base or mount for your camera or phone with good quality ball head fitting capable of holding the weight of device you are using is essential
- 3) the device that you take the photographs with should preferably be capable of having depth of field (focal length/f.stop), ISO (“film speed” in old money) etc., all controllable. Good, appropriate level, DSLRs are not expensive.
- 4) complicated editing programs are not obligatory – I still use an aging MacBook Pro with the “no longer supported” iPhoto program as my preferred editing tool.

Print quality photos and illustrations prepared to the required 300dpi quickly become large file sizes so using an electronic transfer facility such as the (free) “We transfer” system is far preferable to sending multiple emails. And finally...

DON'T BE A GOLLUM

My approach has always been that I accept that any Editor I submit a contribution to has the final say on what is published and how it is published. Contributions, therefore, are just that and not something to be overly precious about – for a start very few of us can accurately proof read something we have written and rewritten! ■

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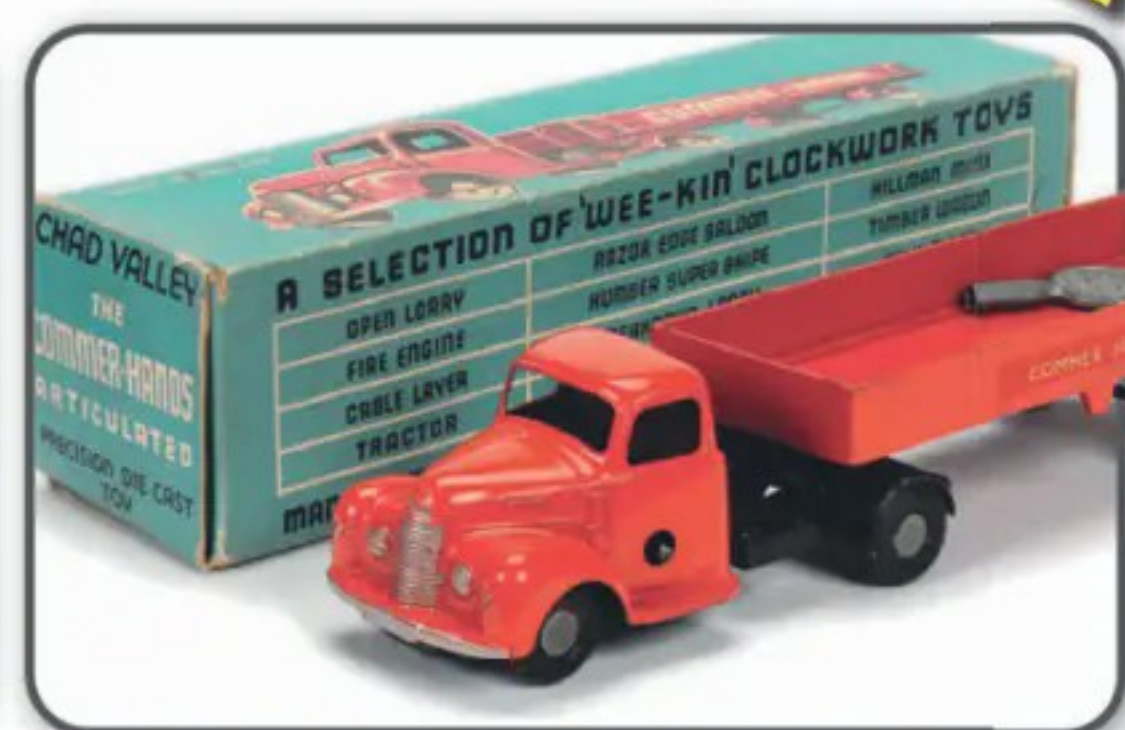
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Superfast 1969-1982

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

POLICE CAR

Production: 1970

Catalogue: 1970

Box Styles: F, G

With a simple transformation to Superfast narrow wheels taking place for 1970, the plain white body continued, as did the single blue light lens on the roof and the Police shield stickers to the bonnet and both doors. The pair of Police officers were still stuck inside too.

MERCURY POLICE CAR

Production: 1971-75

Catalogue: 1971-75

Box Styles: H

Mercury fans certainly had it good in 1971, as there were three new models introduced. However, none of these were exactly new castings, and the details of the Police Car and Fire Chief Car can be quite confusing.

Going back a little in time to try and clear things up, in 1968, the old No.55 Ford Galaxie Police Car had been replaced by a new Mercury version. This was based on a Mercury Park Lane sedan, and was painted white with a single blue roof light, making the transition to Superfast in 1970, as described above. Then, in 1971, it was replaced by a different Mercury variant – a Commuter station wagon with two red dome lights. This new model shared components with the existing No.73 Mercury Commuter and so the bases were engraved simply "Mercury", plus "No.55 or 73". Meanwhile, the Park Lane saloon was painted red and made into a fire chief car, No.59.

Mercury Police Car was only produced in white, with a cream interior, unpainted base and grille, and a pair of red flashers. The interior was different from the civilian Commuter, and had traffic cones and other equipment in the rear. The only variations relate to the stickers. Early examples have a shield logo which was carried over from the earlier police car, while later examples have an unusual orange and yellow design on the bonnet and sides (although the side labels were soon deleted to cut costs).

HELLRAISER

Production: 1975-79

Catalogue: 1976-79

Box Styles: J

While not a particularly inspired design, Hellraiser was most notable for one thing, it was the last of the bizarre hot rods in the 1-75 range under the watch



of Lesney. It was a fairly awkward-looking roadster, with its mix of sweeping, curved fenders and angular windscreen and roll bar. A huge V8 engine was mounted on the rear. It was initially painted white, with a bare metal base, red two-seater interior, and had a stars and stripes decal on the nose. In 1978, this was changed to metallic blue with silver painted base and an off-white interior.

FORD CORTINA

Production: 1979-82

Catalogue: 1980-82

Box Styles: L

The Ford Cortina was the top-selling car in Britain, so it was a natural choice to be included in the 1-75 range.

The model was based on a mid-range 1600GL version of the final Cortina MkV. It is a good, instantly recognisable replica, with opening front doors and a towing hook to give it plenty of play value.

It was initially painted metallic lime green with a red interior, plus a bare metal base and grille. It was changed to metallic red with cream interior in 1981, and then to metallic gold with black GT stripes for the 1982 catalogue.

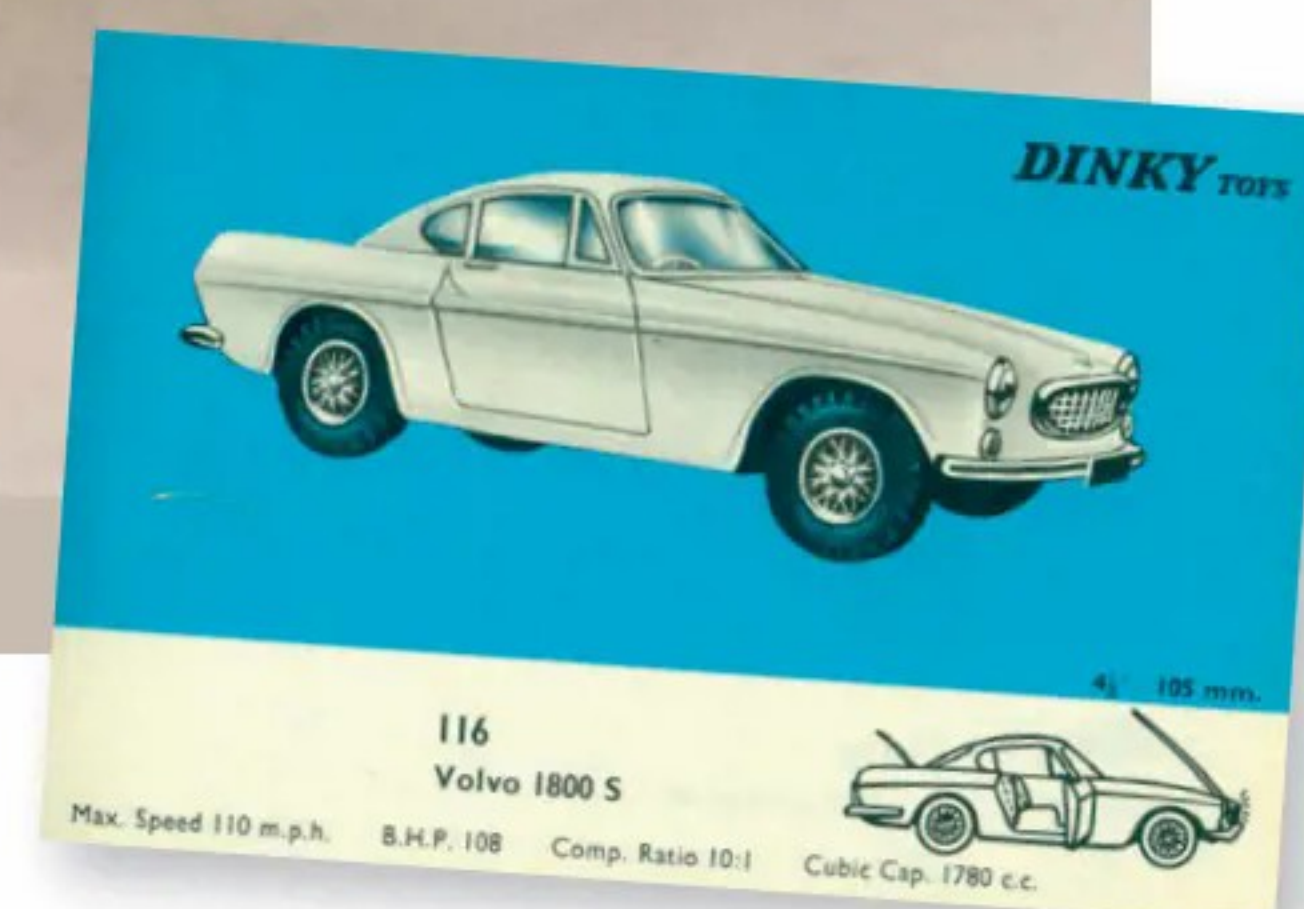
The same year, this latest version could be found in the Two Packs series as part of TP-28 Cortina and Caravan. ■

TOP VINTAGE MODEL

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



Volvo 1800s



Today there are many cars on the road and sometimes it is difficult to recognise the maker as many appear to be the same shape or style. They just become saloons or SUV's and you have to look for the badge to identify them. Of course, Jaguars, Mercedes, Rolls-Royce, Bentley and BMW's are easier to spot. Another maker, Volvo, is also a little easier to identify. The toy manufacturers have produced models of all these real cars, and so too have Dinky Toys, including their Volvo's.

The Dinky Toys Volvo 1800s was introduced in February 1966 with the model number 116. The model is in red or metallic dark red. The *Meccano Magazine* that month has an inside back page advert of a white car and a Chris Jelly report which states that "The Dinky Toy version, too is a top-quality sports car in the die-cast modelling world, and has many fascinating features. In fact it incorporates almost all Dinky Toys' special features yet invented. For example, it 'sports' an opening bonnet, covering a detailed plated engine, an opening boot and opening doors, plus Prestomatic steering, 4-wheel suspension, wire wheels and plated radiator and bumpers. Also fitted are jewelled headlamps, number plates, windows, seats and steering wheel. The backs of the seats tip forward to allow access to the rear. Finished



TOP Dinky Toys Volvo 1880s No.116 in red with white interior.

ABOVE Dinky Toys Volvo 1880s No.116 in metallic red with light blue seats contained in its plastic box. Image: Vectis Auctions

in all-over white with red interior".

The model is illustrated in the 1966 Dinky Toys Catalogue and it is in white so presumably the article reference and this were to the pre-production model. The released red version has a white plastic interior and the metallic red one has a light blue interior. Both models had wire wheels and came in the rigid plastic boxes with the

The Dinky Toys Collectors' Association

The later Dinky Toys cars with the added features have now become more collectable and appear at times in the DTCA Journal with pictures. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com.

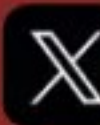
card insert identifying the model. It was deleted in 1971.

Also, in 1971 the model was re-issued but as a Dinky Kit number 1002. It came in an illustrated folded card with plastic packs and contained yellow paint before it was deleted in 1975.

The real Volvo 1800 arrived in the 1960's and was more a GT car than a sports car. It had a top speed of over 100mph and featured a four-speed manual gearbox or a three-speed overdrive gearbox for the four-cylinder engine. The original steel bodies came from Pressed Steel in Scotland with these being then sent to Jensen in West Bromwich. Other parts came from Sweden to complete the cars. It was not a good arrangement and from 1964 the cars were manufactured in Volvo's Lundby Plant in Gothenburg, Sweden and were then designated as 1800s with the 's' for Sweden. A later design in 1972 incorporated a hatch back as an estate and the model's ceased production in 1973.

The car was made famous in the TV series *The Saint* and was driven by Roger Moore. In the series this car was white so perhaps the white Dinky Toys version described earlier in the review was inspired by this car as someone had seen the series – just a thought. ■

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:** OOC Corgi Dublin Bus Wright Eclipse Gemini
Condition: missing its mirrors and showing other damage, also no certificate
Sold for: £262 (26 bids)



- **Item:** Tekno Saab 96
Condition: mint with original complete box
Sold for: £514 (7 bids)



- **Item:** Tekno Ford Taunus "Empera"
Condition: mint with original complete box, a great example
Sold for: £440 (22 bids)



- **Item:** WSI Scania T Cab Ryan Gorrett D&F Super Cranes Ltd
Condition: model is new and mint, only ever been removed from the box for pictures
Sold for: £385 (12 bids)



- **Item:** Tri-ang Minic Vauxhall Victor
Condition: good lightly play worn and contained within original box 1 of 20
Sold for: £304 (21 bids)



- **Item:** Mattel Hot Wheels Redline Zowees gift set (1972)
Condition: mint and still attached to their black original thread inside the inner plinth
Sold for: £280 (28 bids)



- **Item:** Corgi Gift Set 41 Transporter Set with 6 cars
Condition: excellent with only an odd mark, outer box is solid and complete
Sold for: £630 (27 bids)



- **Item:** Hot Wheels Kool Kombi (2015 LA Convention)
Condition: mint, brand new and unopened, number 01361 of 2000
Sold for: £300 (6 bids)



- **Item:** Dinky Toys No. 103 Captain Scarlet Spectrum Patrol Car
Condition: mint in original blister packaging, which shows some discoloration
Sold for: £233 (21 bids)

SALE RESULTS

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■ **Dinky Supertoys No.972 20 Ton Lorry Mounted Crane**, overall good, good plus, chipping to raised edges, boxed, rubbing, small tears, staining to box, missing box inserts. **Sold for £15, Sheffield Auction Gallery, November.**



■ **Dinky No.984 Car Carrier and Trailer**, red/grey, appears complete/unbroken, overall condition fair. **Sold for £30, Sheffield Auction Gallery, November.**



■ **Dinky Supertoys No.983 Car Carrier with Trailer**, red/grey, unbroken overall good plus, very good, some chipping to edges noted and would benefit from a clean, boxed, tears, staining, crushing to box lid, one insert noted. **Sold for £90, Sheffield Auction Gallery, November.**



■ **Dinky 'Aeroflow' No.30a**, cream with large with tyres, separate castings for grill and bumpers, overall good. **Sold for £30, Sheffield Auction Gallery, November.**



■ **Dinky No.905 Foden Flat Truck with Chains**, overall very good, some chipping to raised edges, unboxed. **Sold for £20, Sheffield Auction Gallery, November.**



■ **Dinky Supertoys No.972 20 Ton Mounted Crane 'Coles'**, overall very good plus, boxed, late picture box/plastic wheel version, with correct 'Stamped' top and bottom inserts, staining to box lid. **Sold for £25, Sheffield Auction Gallery, November.**



■ **Dinky Supertoys No.512 1st Type Guy Flat Truck**, brown cab/green back, overall good plus, some chipping to raised edges, marks to flat truck, boxed, retail sticker to box, hard to find colourway. **Sold for £55, Sheffield Auction Gallery, November.**



■ **Dinky Toys No.665 Honest John Missile Launcher**, appears unbroken with rocket, overall very good plus, some 'Melt' to wheels, boxed, no inserts. **Sold for £38, Sheffield Auction Gallery, November.**



■ **Dinky Supertoys No.666 Missile Erector Vehicle**, launcher excellent, trailer excellent, missile good, rubbing to transfers, boxed, missing instructions and top inserts. **Sold for £60, Sheffield Auction Gallery, November.**



■ **French Dinky Supertoys No.884 Military Brockway with Pontoon Bridge**, and two boats, overall very good, slight marks to black metal areas, staining to boats, boxed with instructions. **Sold for £65, Sheffield Auction Gallery, November.**



■ **Corgi Toys No.1127 Simon Snorkel Fire Engine**, overall good plus, very good, appears complete and working, some chipping to raised edges, boxed, with insert, no instructions significant wear to box lid. **Sold for £20, Sheffield Auction Gallery, November.**



■ **Corgi The Aviation Archive #AA38408 Diecast Model Bristol Blenheim Mk.1 L6739 (G-BPIV)**, The Imperial War Museum, Duxford Airfield, 2015, Certified No. 0460 of 1000, Boxed. **Sold for £20, Sheffield Auction Gallery, November.**



■ **Original Corgi No.803 Beatles Yellow Submarine**, overall good, appears complete and working. **Sold for £30, Sheffield Auction Gallery, November.**



■ **Corgi Toys No.163 Santa Pod 'Glo-Worm' Dragster (Capri)**, overall very good, boxed. **Sold for £35, Sheffield Auction Gallery, November.**



■ **Original Corgi Toys No.224 Bentley Continental Sports Saloon**, light green/green, overall very good plus, chip to rear wheel arch noted, boxed, spare wheel intact. **Sold for £40, Sheffield Auction Gallery, November.**



■ **Dinky Toys 162 Ford Zephyr Saloon**, two-tone cream and green, silver trim and light beige rigid hubs. Good plus still a bright example in a good yellow and red carded picture box with correct colour spot. **Sold for £35, Vectis Auctions, December.**



■ **Dinky Toys 156 Rover 75 saloon**, two-tone green, silver trim and rigid hubs with white smooth tyres. Good plus bright example in a good yellow and red carded picture box with correct colour spot. **Sold for £90, Vectis Auctions, December.**



■ **Dinky Toys 195 Jaguar 3.4 Saloon**, cream body, red interior, silver trim and spun hubs. Excellent overall (couple of minor chips), good plus yellow and red carded picture box. **Sold for £50, Vectis Auctions, December.**



■ **Dinky Toys 107 Sunbeam Alpine Sports**, cerise body, grey interior with figure, silver trim and light beige rigid hubs and racing No.34. Good including yellow and red carded picture box with correct colour spot. **Sold for £30, Vectis Auctions, December.**



■ **Dinky Toys 157 Jaguar Xk 120 Sports**, two-tone yellow and grey including rigid hubs, silver trim. Good plus lovely bright example in a fair to good (complete) yellow and red carded picture box with correct colour spot. **Sold for £90, Vectis Auctions, December.**



■ **Dinky Toys 197 Morris Mini Traveller**, off white, yellow interior, silver trim spun hubs. Good plus in a good yellow and red carded picture box. **Sold for £70, Vectis Auctions, December.**



■ **Dinky Toys 185 Alfa Romeo 1900 Super Sprint**, yellow body, red interior, silver trim and spun hubs. Good including yellow and red carded picture box with correct colour spot. **Sold for £45, Vectis Auctions, December.**



■ **Dinky Toys 120 Jaguar Type E**, red body, cream interior and tonneau, silver trim, spun hubs (without detectable hood). Excellent overall in a good plus yellow and red carded picture box. **Sold for £60, Vectis Auctions, December.**



■ **Dinky Toys 166 Sunbeam Rapier**, two-tone turquoise and blue, silver trim and spun hubs. Good plus lovely bright example in a good yellow and red carded picture box with correct colour spot. **Sold for £60, Vectis Auctions, December.**



■ **Dinky Toys 112 Austin Healey Sprite**, red body, cream interior, silver trim and spun hubs. Good plus in a good yellow and red carded picture box. **Sold for £50, Vectis Auctions, December.**



■ **Dinky Toys 194 Bentley Coupe**, grey body, red interior with figure, light beige tonneau, chrome trim and spun hubs. Good plus lovely bright example including yellow and red carded picture box. **Sold for £35, Vectis Auctions, December.**



■ **Dinky Toys 154 Hillman Minx**, tan body, silver trim, light beige rigid hubs (small baseplate lettering). Good plus to excellent, in a good plus yellow and red carded picture box with correct colour spot. **Sold for £80, Vectis Auctions, December.**



■ **Dinky Toys 173 Nash Rambler**, turquoise body, maroon side flashes, silver trim and grey rigid hubs with white treaded tyres. Good plus to excellent including yellow and red carded picture box. **Sold for £40, Vectis Auctions, December.**



■ **Dinky Toys 172 Studebaker Land cruiser**, blue body, silver trim, light beige rigid hubs. Good plus lovely bright example including yellow and red carded picture box with correct colour spot. **Sold for £120, Vectis Auctions, December.**



■ **Dinky Toys 258 "USA Police" Car Ford Fairlane**, black body, ivory interior, red roof light, aerial, silver trim and spun hubs. Good plus with yellow and red carded picture box. **Sold for £70, Vectis Auctions, December.**



■ **Dinky Toys 258 "USA Police" Car Dodge Royal Sedan**, black body, ivory interior, red roof light, aerial, silver trim and spun hubs. Good plus in a fair yellow and red carded picture box. **Sold for £35, Vectis Auctions, December.**



■ **Dinky Toys 191 Dodge Royal Sedan**, cream body, rear side flashes, silver trim, spun hubs with white treaded tyres. Good plus in a yellow and red carded picture box. **Sold for £70, Vectis Auctions, December.**



■ **Dinky Toys 138 Hillman Imp Saloon**, light metallic green, red interior, silver trim, spun hubs and correct luggage case. Excellent in a excellent yellow and red carded picture box. **Sold for £50, Vectis Auctions, December.**



■ **Dinky Toys 268 Renault Dauphine Minicab**, red, silver trim, spun hubs. Good to good plus in fair (complete) yellow and red carded picture box. **Sold for £45, Vectis Auctions, December.**



■ **Dinky Toys 159 Morris Oxford Saloon**, two-tone cerise and cream, light beige rigid hubs, silver trim. Good plus (small chip on side door pillar) in a good yellow and red carded picture box with correct colour spot. **Sold for £100, Vectis Auctions, December.**



■ **Dinky Toys 178 Plymouth Plaza**, two-tone blue, silver trim and spun hubs with white treaded tyres. Good plus to excellent bright example including plain yellow and red carded box. **Sold for £80, Vectis Auctions, December.**



■ **Dinky Toys 281 Fiat 2300 Station Wagon "Pathe News"**, black body, red interior, cast detailed hubs, with cameraman and camera. Good plus including yellow and red carded picture box. **Sold for £100, Vectis Auctions, December.**



■ **French Dinky 557 Citroen Ami 6**, drab green body with pale green roof, red interior, silver trim and concave hubs. Good plus to excellent in a good plus carded picture box. **Sold for £60, Vectis Auctions, December.**



■ **Corgi Toys 301 Triumph TR2 Sports car**, cream body, red seats, silver trim and flat spun hubs. Good including blue carded box. **Sold for £70, Vectis Auctions, December.**



■ **Corgi Toys 319 Lotus Elan Coupe**, blue body, white hood, off white interior, chrome detachable chassis with cast hubs. Good plus in a good (grubby) blue and yellow carded picture box. **Sold for £50, Vectis Auctions, December.**



■ **Corgi Toys 224 Bentley Continental Sports Saloon**, two-tone black and silver, red interior, chrome trim and spun hubs with correct spare wheel. Good plus including blue and yellow carded picture box. **Sold for £35, Vectis Auctions, December.**



■ **Corgi Toys 224 Bentley Continental Sports Saloon**, two-tone green, red interior, chrome trim and spun hubs without spare wheel. Good in a fair blue and yellow carded picture box. **Sold for £30, Vectis Auctions, December.**



■ **Corgi Toys 216 Austin A40 Saloon**, light blue body, dark blue roof, silver trim and spun hubs. Good plus bright example including blue and yellow carded picture box. **Sold for £60, Vectis Auctions, December.**



■ **Corgi Toys 327 MGB GT**, red body, pale blue interior, chrome trim and wire wheels. Good (without luggage case) in a good plus blue and yellow carded picture box. **Sold for £40, Vectis Auctions, December.**



■ **Corgi Toys 236 Austin A60 "motor School" Car**, light blue body, red interior and roof turning disc, silver trim and side flashes, spun hubs. Good plus in a fair to good blue and yellow carded picture box. **Sold for £35, Vectis Auctions, December.**



■ **Corgi Toys 307 Jaguar Type E Sports Car**, plum body and detachable hood, silver trim, spun hubs. Good still a bright example including blue and yellow carded picture box. **Sold for £40, Vectis Auctions, December.**



■ **Corgi Toys 328 Hillman Imp "Rallye Monte Carlo"**, blue body, white side flashes, off white interior, silver trim, spun hubs and racing No.107. Excellent overall (couple of small marks including base) in a good plus blue and yellow carded picture box. **Sold for £170, Vectis Auctions, December.**



■ **Corgi Toys 218 Aston Martin DB4**, red body, lemon interior, silver trim, spun hubs. Good to good plus in a good plus blue and yellow carded picture box. **Sold for £60, Vectis Auctions, December.**



■ **Corgi Toys 440 Ford Consul Cortina Super Estate Car**, blue body wood effect side and rear panels, off white interior, chrome trim and spun hubs. Good plus to excellent (some small chips on upper side edge) in a good plus blue and yellow carded picture box (missing inner carded tray and accessories). **Sold for £40, Vectis Auctions, December.**



■ **Corgi Toys 324 Marcos 1800 GT**, off white body with green stripes, red interior, wire wheels and racing No.4 Labels applied. Good plus lovely bright example including blue and yellow carded picture box. **Sold for £35, Vectis Auctions, December.**



■ **Corgi Toys 158 Lotus-Climax Racing Car**, two-tone orange and white, figure driver, cast hubs. Good plus in carded picture box with correct large instruction/collectors club leaflet. **Sold for £30, Vectis Auctions, December.**



■ **WSI Models 1/50 Scale, 02-2953, Iveco S-Way AS High 6x2 Twin Steer + Curtain Side Trailer – 3 Axle, "Nicholls"**, boxed. Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £80, Vectis Auctions, December.**



■ **WSI Models 1/50 Scale, 02-2898, Volvo FH5 GLOB 6x2 Twin Steer + Curtain Side Trailer – 3 Axle, "Owens"**, boxed. Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £90, Vectis Auctions, December.**



■ **WSI Models 1/50 Scale, 02-2986, Scania S Highline I CS20H 6x2 Twin Steer + Curtain Side Trailer – 3 Axle, "Hayton Coulthard"**, boxed. Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £90, Vectis Auctions, December.**



■ **WSI Models 1/50 Scale, 01-3212, Vlastuin Torpedo 8x4 Wrecker, "Vang Auto-Service AS"**, boxed. Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £110, Vectis Auctions, December.**



■ WSI Models 1/50 Scale, 02-2465, Scania S Highline I CS20H 6x2 Twin Steer + Curtain Side Trailer – 3 Axle, "Olivers Transport", boxed. Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £70, Vectis Auctions, December.**



■ WSI Models 1/50 Scale, 02-2842, MB Actros MP5 Big Space 6x2 Twin Steer + Reefer Trailer – 3 Axle, "Huntapac", boxed. Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £80, Vectis Auctions, December.**



■ WSI Models 1/50 Scale, 02-2976, Scania S Highline I CS20H 6x2 Twin Steer + Curtain Side Trailer – 3 Axle, "MKT Logistics", boxed. Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £70, Vectis Auctions, December.**



■ WSI Models 1/50 Scale, 01-2173, Volvo F12 5x2 Twin Steer + Curtain Side Trailer – 3 Axle, "Trevor Pye", boxed. Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £90, Vectis Auctions, December.**



■ IMC Models 1/50 Scale, Mercedes-Benz Actros Gigaspace, "Pollock", Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £80, Vectis Auctions, December.**



■ IMC Models 1/50 Scale, Kingdom Phantom "Robert Summers", Although unchecked for completeness condition generally appears to be excellent in a good box. **Sold for £90, Vectis Auctions, December.**



■ Brooklin 1947 Cadillac Series 62 Sedanet BRK105X anniversary model, limited edition 1-999. Although unchecked for completeness condition appears excellent to near mint within excellent box. **Sold for £30, Vectis Auctions, December.**



■ Brooklin Models, International Police Vehicles IPV 10 1951 Ford Fordor "S.F.P.D.". Condition appears near mint with accessories within excellent Plus to near mint box. **Sold for £40, Vectis Auctions, December.**



■ Brooklin Models, International Police Vehicles IPV 11 1949 Oldsmobile 88 Rocket "C.H.P." Condition appears near mint complete with accessories within excellent plus to near mint box. **Sold for £30, Vectis Auctions, December.**



■ Brooklin Models, The Brooklin Collection BRK.172X 1937 Lincoln Le Baron Convertible Sedan B.C.C. 2013 Club Special 25th Anniversary (White) 1 of 150. Condition appears near mint complete with figures and accessories within excellent to near mint box. **Sold for £70, Vectis Auctions, December.**



■ Brooklin Models, The Brooklin Collection BRK.50 1948 Chevrolet Fleetline Aero Sedan. Condition appears near mint (complete) within excellent to near mint box. **Sold for £20, Vectis Auctions, December.**



■ Brooklin Models, The Brooklin Collection BRK.146x 1933 Stutz DV-32 Victoria Convertible B.C.C. Special 2009 1 of 175. Condition appears near mint complete with accessories within excellent plus to near mint box. **Sold for £60, Vectis Auctions, December.**



■ Kenna Models, a boxed 157 Austin Countryman (green). Condition appears near mint complete with accessories within good plus to excellent box. **Sold for £70, Vectis Auctions, December.**



■ Gem & Cobwebs, a Milestone GC68 '33 Jaguar SS2 Cream/Green. Condition appears near mint (complete) within good to good plus box. **Sold for £45, Vectis Auctions, December.**



■ Corgi Toys, a boxed 1101 "Carrimore" Car Transporter. Although unchecked for completeness condition appears good to good plus within poor to fair box. **Sold for £70, Vectis Auctions, December.**



■ A boxed Corgi Toys #345 MGB GT Competition Model. The model with yellow body, black bonnet, tailgate, with black suitcase appears to be in good to very good condition with some minor marks. The model sits within a fair plus to good blue and yellow picture box with pen annotations and storage wear. **Sold for £50, British Toy Auctions, December.**



■ A boxed Corgi Toys #218 Aston Martin DB4. The model in primrose yellow with boidy vent, red interior flat spun hubs with decals applied appears to be in very good condition on the whole with some paint loss and chipping mainly around both bumpers and headlight area. The blue and yellow picture box appears excellent, and the model comes with part used wheel decal sheet. **Sold for £30, British Toy Auctions, December.**



■ A boxed Corgi Toys #73 Massey-Ferguson '165' Tractor with saw attachment. Item appears to be in excellent condition and housed in a very good-excellent box. **Sold for £80, British Toy Auctions, December.**



■ A boxed Dinky Toys #353 U.F.O Shado 2 Mobile 'UFO'. Item shows some minor paint wear and is missing its missile accessory but appear to be in overall good-very good condition. Item is housed in a good-very good box with some storage wear. **Sold for £90, British Toy Auctions, December.**



■ A boxed Dinky Toys #351 U.F.O Interceptor from 'UFO'. Item appear to be in excellent condition and comes with missile accessory. Item is displayed on a very good card inner and housed in a very good outer box with some storage wear. Item not checked for completeness. **Sold for £170, British Toy Auctions, December.**



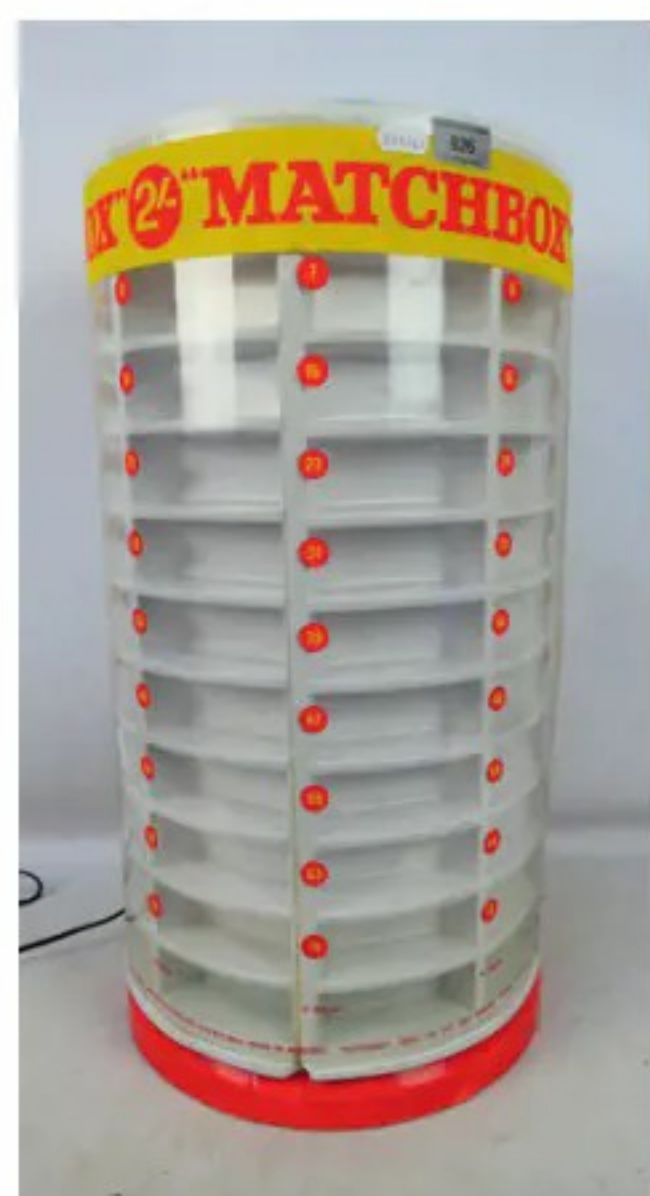
■ A boxed Dinky Toys Captain Scarlet Maximum Security Vehicle #105. The model appears in very good condition with only a few minor marks and still has its crate load. The box has a torn end flap and is pierced on the top from the aerial. **Sold for £75, British Toy Auctions, December.**



■ A boxed Corgi James Bond Moonraker Space Shuttle #649. The models appear mint on a very good inner card. The outer box is damaged and torn in several places and the window is split. **Sold for £45, British Toy Auctions, December.**



■ A boxed Dinky Toys #357 Klingon Battle Cruiser from 'Star Trek'. Item appears to be in very good-excellent condition and contains shooting discs. Housed in a very good box; some minor wear. **Sold for £35, British Toy Auctions, December.**



■ A rare vintage 1960s Matchbox shop counter electrical rotating display unit. Item measures approximately 54 cm high and can hold up to 80 cars.

Item appears to be in overall very good condition; would benefit a clean. **Sold for £200, British Toy Auctions, December.**



■ A vintage Matchbox 75 Shop Wall Display Unit with space for 77 x models. It measures approx 74cm x 61cm. It has a few chips around the edge and a split on one side but appears in fair to good overall condition, would benefit from cleaning. **Sold for £55, British Toy Auctions, December.**

approx 74cm x 61cm. It has a few chips around the edge and a split on one side but appears in fair to good overall condition, would benefit from cleaning. **Sold for £55, British Toy Auctions, December.**



■ A boxed limited edition (999/1000) Mettoy MT00106 tinsplate clockwork London Country Bus reissued by Corgi. The model comes with key and appears to be in near mint condition with certificate and leaflet. **Sold for £28, British Toy Auctions, December.**



■ A 1/18 scale diecast model of a Ford GT Concept by Paul's Model Art of Germany, distributed by The Beanstalk Group, MI, USA, very good to excellent in a very good window box. **Sold for £28, British Toy Auctions, December.**



■ A boxed diecast #287 Police Accident Unit. The vehicle appears in very good condition with some minor signs of use. Vehicle contains 3 traffic cones and 2 signs. Housed in a fair box; missing both end flaps. **Sold for £25, British Toy Auctions, December.**



■ Britains set 1448 Army Staff Car, 1st version with driver and passenger, dark green finish, white rubber tyres in original illustrated box. Condition excellent, box very good-good. **Sold for £220, C&T Auctioneers, December.**



■ Britains set 1413 Mobile Police Car with Driver and Passenger, mid-green finish, white rubber tyres in original illustrated box. Condition very good, box good. **Sold for £520, C&T Auctioneers, December.**



■ Britains set 1321 Crossley Armoured Car, khaki finish, metal tyres in original box. Condition good, box good-fair. **Sold for £150, C&T Auctioneers, December.**



■ Britains set 1413 Mobile Police Car with Driver and Passenger, light brown finish, white rubber tyres in original illustrated box. Condition very good, right front wheel housing flaked, box good-fair. **Sold for £260, C&T Auctioneers, December.**



■ Britains Farm set 127F Fordson Major Tractor, spudded metal wheels with driver in original colour illustrated box with 135F Disc Harrow and 138F four furrow tractor plough. Condition excellent, driver good, box good, corner of lid split. **Sold for £80, C&T Auctioneers, December.**



■ **Matchbox Regular Wheels No.3a Cement Mixer**, Displays good with some signs of wear, in a good 'script' box. **Sold for £22, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No. 4c Triumph Motorcycle & Sidecar**, metallic blue. Displays very good, the odd minor sign of wear. In fair to good box. **Sold for £36, M&M Specialist Auctioneers, December.**



■ **Matchbox Superfast No.41a Ford GT**, metallic bronze with a green base. Generally displays very good, decals with some marks. In very good box. **Sold for £20, M&M Specialist Auctioneers, December.**



■ **Matchbox Superfast No.7b Hairy Hustler**, metallic orange with a black base. Generally displays excellent, little sign of wear, in excellent box. **Sold for £14, M&M Specialist Auctioneers, December.**



■ **Matchbox Superfast No.8b Ford Mustang Wildcat Dragster**, pink with a yellow base. Displays good to very good, in very good to excellent box. **Sold for £20, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.7a Horsedrawn Milk Float**, white crates, orange figure. Displays excellent with little sign of wear, in excellent original box. **Sold for £50, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.20a ERF Dropside Lorry**, maroon, with silver trim. Displays excellent with little sign of wear, in excellent B type box. **Sold for £40, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.18a Caterpillar Bulldozer**. Displays excellent with little sign of wear, in good to very good box. **Sold for £50, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.48a Speedboat and Trailer**. Displays excellent with little sign of wear, in excellent box. **Sold for £50, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.55a DUKW**. Displays excellent with little sign of wear, in excellent box. **Sold for £50, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.56a Peardrax Trolleybus**. Displays excellent with little sign of wear, in excellent box. **Sold for £40, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.60a Morris Pickup, SPW**, displays excellent with little sign of wear, in very good box. **Sold for £45, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.70a Ford Thames Estate Car**. Displays excellent with little sign of wear, in excellent box. **Sold for £50, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.41b Jaguar D-Type**. Displays mostly excellent with little sign of wear, in excellent box. **Sold for £85, M&M Specialist Auctioneers, December.**



■ **Matchbox Regular Wheels No.35a ERF Horsebox**. Displays mostly excellent with little sign of wear, in good box. **Sold for £45, M&M Specialist Auctioneers, December.**



■ **Corgi No.314 Ferrari Berlinetta 250 Le Mans**. Red, wire hubs, RN4. Displays good to very good with some minor marks of wear, in good original box. **Sold for £45, M&M Specialist Auctioneers, December.**



■ **Corgi No.154 Ferrari Formula One Racing Car**. Red, chrome hubs, RN36. Displays good with minor marks throughout, in good original box. **Sold for £30, M&M Specialist Auctioneers, December.**



■ **Corgi No.155 Lotus Climax One Racing Car**. Green, chrome hubs, RN1. Displays fair to good, damage to windscreen, in very good original box. **Sold for £26, M&M Specialist Auctioneers, December.**



■ **Corgi No.330 Porsche Carrera 6**. White, red, blue. RN60. Displays mostly very good to excellent with the odd minor sign of wear, in good to very good original box. **Sold for £50, M&M Specialist Auctioneers, December.**

YOUR MODELS

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✦ Chris Gray

Here are a couple of photographs of my collection (though one corner of the room is missing that is full of Vanguards!). A good 80% of the collection are restored Corgi, Dinky, Matchbox etc which at one time was all that I collected. Then Hotwheels and Mustangs caught my eye so a big section of room is given over to them, and of course the new Corgi collection had to be added! There must be well over a thousand models in the room now and it all started at a car boot fair when I found a Corgi Capri beaten up and I restored it.



➔ Trevor Lawrence

I have some 1960s Matchbox in my collection that survived my childhood, I then began collecting again in the 1990s when I found a 1/50 Corgi Burlingham Seagull coach in a model shop. My dream would be a room full of 1/18 American cars of the 1950s and 60s. I love big, heavy models full of detail a bit like the dealer promotion models found in American car showrooms back then. Unfortunately space and finance don't allow it.

I have a liking for Scammell's (my Dad worked in the factory) and classic buses and coaches as they were part of childhood day trips to the seaside. I can still feel the heat from the big, fat coach tyres after a trip from Watford to Brighton.

I buy some diecast models to restore but I'm not interested in replicating history, so I paint them in new colours that I would have liked Corgi and/or Dinky to have made... I like to have something different!

Favourites in my collection would be the Matchbox Dinky 59 Cadillac Coupe de Ville and the ERTL Texaco 39 Dodge Airflow Money Bank. Both come in super packaging. Here's a sample of my restorations too: a Matchbox Super Kings Scammell, a Matchbox Mighty Antar Transporter, a Dinky Austin van and a Crescent Toys Mercedes 2.5 litre.





▲ Raffaele Marzano

My collection began in 1989 when my wife gave me a model of the Brumm for our first wedding anniversary... It was a thunderbolt. Since then there has been a mad rush to add models to the collection. The theme is the history of the automobile, with particular attention to the great races (24h of Le Mans, Monte Carlo Rally, Mille Miglia, Targa Florio etc.), the Land Speed Record and the thousand curiosities that dot the world of the automobile. There are over 800 car brands present in the collection, made up of around 300 model manufacturers. Naturally the lion's share is given by Porsche and Ferrari but there is no shortage of long-gone houses such as Peerless, Gordon Keeble, Bizzarrini, Intermeccanica, Riley. There is no shortage with around 400 trucks, 150 buses and 200 tractors. Furthermore, particular attention was paid to the famous Italian and French coachbuilders. The collection has approximately 15,500 pieces, photographed and catalogued with a database of my own production, of which 98% are in 'Mint Boxed' condition. I never look for collectible rarities but for models where the original had significant historical importance. I hope soon to be able to host the collection in a dedicated space.



Send us a photo and a little bit about your collection for your chance to be included and win a brand new diecast model worth at least £10*.
Submit yours to CollectingEditorial@warnersgroup.co.uk.

*Ts&Cs Apply - Not affiliated with any manufacturer. See <https://ccofgb.uk/submityourcollection> for details.



TOYFAIR TIMES

FAIRS

5 JANUARY

- **Walsall Wood**, Transtar Promotions, 01922 643385
- **Midhurst**, SRP Toy Fairs, 07739 998012/07498 912091

11 JANUARY

- **York**, Jim Corr, 07504 035955
- **Brentwood**, J & J Fairs, 01522 880383

12 JANUARY

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

14 JANUARY

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

19 JANUARY

- **Newton Abbot**, Ray Heard, 01823 480097
- **Lincoln**, J & J Fairs, 01522 880383
- **Potters Bar**, Joe Lock, 07866 641215

- **Tenterden**, SRP Toy Fairs, 07739 998012
- **Wickham**, Steve Clements, 01380 725322/07732 330305

26 JANUARY

- **Shepton Mallet**, Bulldog Fairs, 07379 578083
- **Port Sunlight**, Jackson & Jackson, 07967 681080
- **Spalding**, J & J Fairs, 01522 880383

2 FEBRUARY

- **Malvern**, Bulldog Fairs, 07379 578083
- **Gateshead**, Jim Corr, 07504 035955
- **Rayleigh**, SRP Toy Fairs, 07739 998012

6 FEBRUARY

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

8 FEBRUARY

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

9 FEBRUARY

- **Kempton Park**, R M Toys Ltd, 02392 262446/07957 823507

AUCTIONS

6 JANUARY

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

13 JANUARY

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

15 JANUARY

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

16 JANUARY

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

20 JANUARY

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

22 JANUARY

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

25 JANUARY

- **Kings Langley**, Excalibur Auctions, 02036 330913

27 JANUARY

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

28 JANUARY

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

3 FEBRUARY

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

Steve Clements Fairs

HOOK

Tuesday 14th January

Community Centre, Ravenscroft, RG27 9NN 6.30pm - 8.30pm

WICKHAM

Sunday 19th January

Community Centre, Mill Lane, PO17 5AL 10am-2pm

01380 725322 or
07732 330305
stevedevizes@aol.com

YORK TOY, TRAIN & SCI-FI FAIR



Saturday 11th January



York Sport Centre, University of York, James Way, Heslington, York, YO10 5NA

- 10.30am to 3pm. Over 250 tables, free parking • 10 mins from Designer Outlet A19/A64 Junction
- Bus 415 • Adults £4, Seniors & U16s £3. Early entry £7 from 8am.

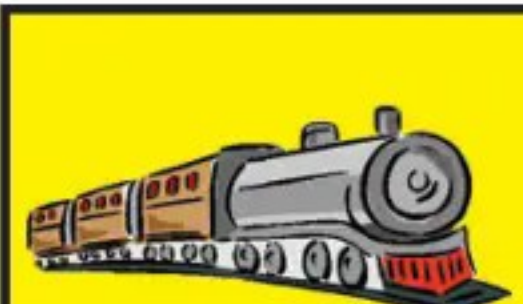
Contact Jim on 07504 035955 or email: jim_corr73@hotmail.co.uk

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TOY, TRAIN & SCI FI FAIR GATESHEAD STADIUM

Neilson Road, Gateshead, Tyne and Wear, NE10 0EN 10.30am-3pm



Sunday 2nd February

- Admission: Adults £4.00, Children/Senior Citizens £3.00, Early Bird £7
- Buy, sell and swap trains, diecast cars, buses and trucks, soldiers and more!
- Free parking, working exhibitions and cafe facilities

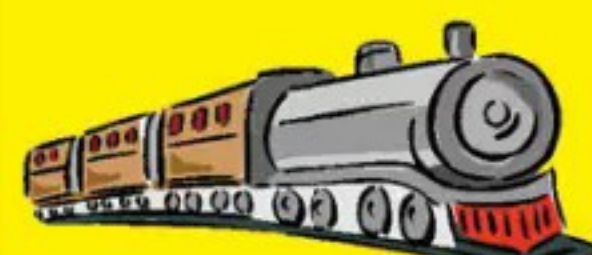
Interested in selling your collection or want a table to sell your stock?

Contact Jim on 07504 035955 or email: jim_corr73@hotmail.co.uk

TOY, TRAIN & SCI FI FAIR

NEW VENUE - BLACKPOOL SPORTS CENTRE

West Park Drive, Blackpool, Lancs. FY3 9HQ 10.30am-3pm



Saturday 5th April



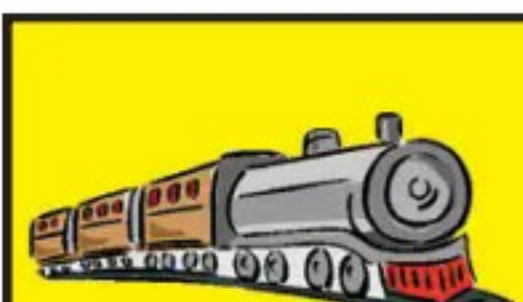
Saturday 19th July

Saturday 25th October

- Admission: Adults £4.00, Children/Senior Citizens £3.00, Early Bird £7
- Buy, sell and swap trains, diecast cars, buses and trucks, soldiers and more!
- Free parking, working exhibitions and cafe facilities

Interested in selling your collection or want a table to sell your stock?

Contact Jim on 07504 035955 or email: jim_corr73@hotmail.co.uk



TOY, TRAIN & SCI FI FAIR MUSSELBURGH SPORTS CENTRE

101 Newbigging, Musselburgh EH31 7AS • 10.30am-3pm



Saturday 8th February

- Admission: Adults £4.00, Seniors/U16s £3.00, Early Bird Entry from 8am £7 Adults £4 Seniors.
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TOY TALES

Ed Karswell ponders the wonderful world of model collecting.

Pile 'em high, sell 'em cheap!

Who can recall what my mother used to call the 'cheap shops'? These days we trot along to Poundland or Home Bargains but 50 years ago the thrifty gravitated to the multitude of independent small businesses whose main aim was to 'pile 'em high and sell 'em cheap'. Hence the colloquial term 'cheap shop'. These shops must have occupied a special place in people's hearts if the local history pages on Facebook are anything to go by. They are alive with memories both of the customers that frequented them and the staff who worked in them. In my hometown, we had several and to a certain extent they served as landmarks so well-known did they become.

One of the best of these stores had the unlikely name of 'Safari'. It was a name that stood out in a grey, working class market town in the early 1970s. The proprietor probably had grand notions of a shopping safari in mind, but this is just conjecture. It sold all the usual cheap shop wares; The non-poseable action man knock offs, to the huge polythene car transporters in netting bags. For Sir and Madam there would be the lurid orange plastic coffee grinder or set of revolting nylon continental quilts. All sold under the unerring glare of migraine inducing strip lighting. Safari did hold some gems, however. There were the plastic figures housed in impressive display boxes, which whilst lacking the finesses Britain's items, some of the figures had real comedy value. They were also dirt cheap so one could assemble a Roman Legion for very little pocket money, even if half of them looked more into debauchery than world domination. Fortunately, my mum loved the place so unusually I had plenty of time to ruminate over whether to plump for the Aztecs or the Romans without

too much fear of being hurried.

The town also boasted a Fine Fare, that was located in what I can only liken to the set from the film *Clockwork Orange* – a brutalist concrete shopping centre. I also recall that it hosted a market that (to my young eyes at least) only sold blocks of foam and rolls of vinyl. Fine Fare, like Woolworths, appeared to have imported stock from the US. I bagged two World War One biplanes for an indecently small amount. Sure, they were painted in metallic purple and gold respectively, but hey, you can't have everything.

Next up was the small Post Office that featured on the walk to my grandparents

Of course, the kings of the cheap shops were to be found at the seaside. Pester power, impulse purchases and free from the everyday, they were childhood heaven. Also, the saucy postcards outside (accompanied by my awkward questions) would always see me quickly ushered into the shop. I clearly remember on one occasion purchasing a bright orange Ford Capri which I then raced in the sand around the beach hut. There followed numerous cowboy gun and holster sets, knight's sword and shield combos plus the usual beach paraphernalia. They were invariably plastic and marked Hong Kong. So prevalent was the marking I that thought

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house. This was a very good hunting ground, although staffed as they all seemed to be then, by some lady of a certain age who would gossip for England. She reminded me of Les Dawson... in the nicest possible way! The toys therein were the playthings of legend; deep sea divers, submarines powered by baking powder, miniature board games, card construction kits, you name it and it was probably there. Even at the time it seemed old fashioned and yet all the better for it. Some of it had been on display in the window for some time, mercifully protected from the sun by a translucent yellow window drape and a substantial exterior awning. I would usually stop in on the way back from my grandparents, their pocket money and what to do with it, weighing heavily on my mind.

it was a company name and was genuinely astonished to discover it was a place. To this day it still strikes me as oddly quaint that some of the models to come out of it Hong Kong were plastic copies of Matchbox cars to scaled up versions of Dinky Toy favourites. There's definitely a book waiting to be written there.

It should be noted that some establishments were, of course, better than others with a few so overcrowded with stuff that once you had ventured past the rows of souvenir porcelain and Matchbox Yesteryear gilded pipe racks there was little to be found. You were on holiday though and it was all part of the fun.

Now, although I did bag the orange Capri, I never did get Grandad to explain to me the meaning of the jokes on those seaside postcards. ■

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The image displays a variety of vintage die-cast toy vehicles and their original boxes. The vehicles include a red Foden Diesel 8-wheel wagon, a blue Foden 14-ton tanker, a red bus, a white Lotus Elan, a blue Lotus Elan, a red Chipperfields Circus crane truck, a red Chipperfields Circus mobile booking office, a green Army Staff Car, and a silver Dinky Supertoys No. 701 Shetland Flying Boat. The boxes are from various manufacturers, including Dinky Toys, Corci Toys, and Majors. The boxes are labeled with the manufacturer's name, the vehicle's name, and the model number. The boxes are arranged in a way that shows the vehicles and their packaging together.

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