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OF GREAT BRITAIN

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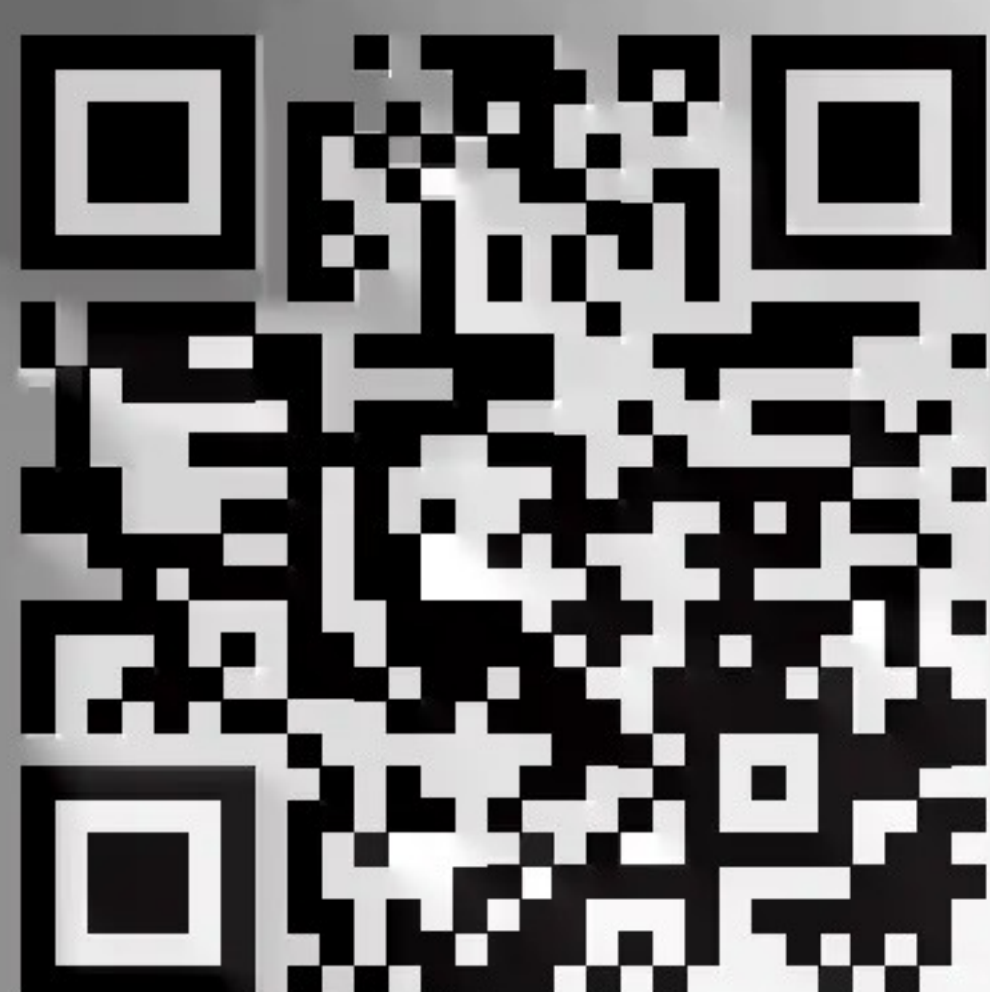


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DIECAST

COLLECTOR

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NEWS

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1951 LE MANS WINNING JAGUAR C-TYPE

JAGUAR made history at the 1951 Le Mans 24 Hours, claiming their first-ever victory in the prestigious endurance race with the iconic #20 C-Type. Driven by the skilled duo of Peter Walker and Peter Whitehead, the Jaguar C-Type roared to success, cementing its place in motorsport folk lore.

This remarkable achievement not only marked the beginning of Jaguar's dominance at Le Mans but also showcased the C-Type's groundbreaking design and engineering, including its innovative aerodynamics and powerful performance. The triumph in 1951 was more than just a win – it was the start of a legendary chapter for Jaguar in the world of racing.

Now, you can celebrate this historic moment with a meticulously crafted 1/43 scale model from Spark. Designed with incredible attention to detail, this collectable perfectly replicates the iconic car driven to glory by Walker and Whitehead. A must-have for motorsport enthusiasts and model collectors alike, this piece honours Jaguar's breakthrough on the world stage.

Priced at just £69.99, this model is now available for immediate dispatch from Diecast Legends (www.diecastlegends.com) or your preferred retailer. ■



NORTHCORD UNVEILS NEW HAMPSHIRE BUS

NORTHCORD Model Company has announced the release of its 22nd Alexander Dennis Enviro400 MMC model, showcasing the iconic Hampshire Bus livery. The latest addition, UKBUS 6535, is a detailed 10.9-metre, single-door, casting of fleet number 10700 (YEL 4T), originally registered as SN66 VVL when new to Stagecoach South in 2017.



The model replicates the bus's retro design, celebrating the 40th anniversary of Hampshire Bus, a company formed in 1983 to serve Andover, Basingstoke, Winchester, and Southampton. Originally part of the Hants & Dorset network, Hampshire Bus was the first National Bus Company subsidiary privatized in 1987 by Skipburn Ltd. It eventually became part of the Stagecoach brand in the early 2000s.

To mark the anniversary, Stagecoach South unveiled fleet 10700 in the heritage livery in March 2023. The UKBUS 6535 model features the red and blue wedge design, paying homage to the mid-1980s original, as well as detailed branding, including "Proud to serve Hampshire since 1983." It also displays route activ8 to Salisbury via Tidworth and Bulford.

Northcord's model boasts great details like square gasket-mounted windows, a tree deflector, and realistic interior handrails. Limited to 1,008 units, this particular model is available for pre-order at www.modelbus.uk (or your preferred retailer) and is expected by late February. ■

LATEST BROOKLIN COLLECTORS' CLUB MODEL

THE annual model for members of the Brooklin Collectors' Club has been issued. It is the 1957 Packard Clipper Town Sedan, a radically upgraded model based on BRK 171 from the range.

Finished in 2-tone turquoise/white, the level of detail on the new version is remarkable for white metal (which is considered much more difficult to work with than the more commonly-seen resin), and extends to the tiny motifs in the centre of the grille and on the "C" pillars. The detailed wheel trims are also worthy of note,

and of course the overall level of finish is top-class.

Just 90 models have been made, and virtually all have been issued to the club members who have ordered them, meaning if you'd like one you will need to be quick!

Another model is likely to be issued sometime during 2025, although probably toward the end of the year. So, if you are a Brooklin Models enthusiast and would like to join the Club, contact the Membership Secretary, John Bowyer at johnbowyer.bcc@gmail.com for more information. ■



YOUR COLLECTION IN PRINT NEXT MONTH!

DO YOU fancy seeing your collection in print? The collecting community is a large, and diverse, one. And as such we all like to admire each others prized possessions, whether to further our knowledge or to add various items to our wish lists!

Send us a picture, and a little bit of information about your collection, for the chance to be included in our monthly *My Collection* series... and our favourite each issue will win a diecast model worth at least £10*. Email us at **CollectingEditorial@warnersgroup.co.uk**. Terms and conditions can be found online at: <https://ccofgb.uk/submityourcollection>. ■



JAGUAR ON THE PROWL

MATRIX Models has announced the release of its latest 1/43 scale resin creation, due in January 2025. Renowned for their exceptional craftsmanship, Matrix Models continue to deliver high-quality collectibles, and this model is no exception. With meticulous attention to detail and a flawless paint finish, it is set to captivate collectors and Jaguar enthusiasts alike.

The model, which is a beautiful tribute to the Jaguar XJ (XJ40), will be available in three striking color schemes: red metallic, blue metallic, and British Racing Green. Priced at £118.99, collectors might find it for around £90 at selected retailers.

The Jaguar XJ (XJ40) is an iconic full-size luxury saloon produced by Jaguar from 1986 to 1994. This second-generation XJ was designed to replace the Series III and holds historical significance as the last car

independently produced by Jaguar before its acquisition by Ford. Known for its innovation and refined engineering, the XJ40 is still celebrated as a masterpiece of its era.

The XJR variant, which serves as the inspiration for the Matrix Model, stood apart from standard XJ40 models with its aggressive yet elegant feel. It featured a fiberglass body-colored body kit, including bespoke front and rear valances and side skirts. A distinctive black grille adorned with a Jaguar Sport badge, and unique Speedline alloy wheels with wider tires, added to its appeal.

By 1991, the XJR underwent notable changes, adopting rectangular headlights from the Sovereign model and a revamped body kit design. With only a few hundred units produced in each configuration, the XJR remains a rare gem in automotive history, cherished by collectors. ■

DIECAST COLLECTOR BOOKSHOP

DURHAM CLASSICS AUTOMOTIVE MINIATURES OF CANADA - The Models of Julian & Margaret Stewart

Author: Bernard Veale

Format: Hardback

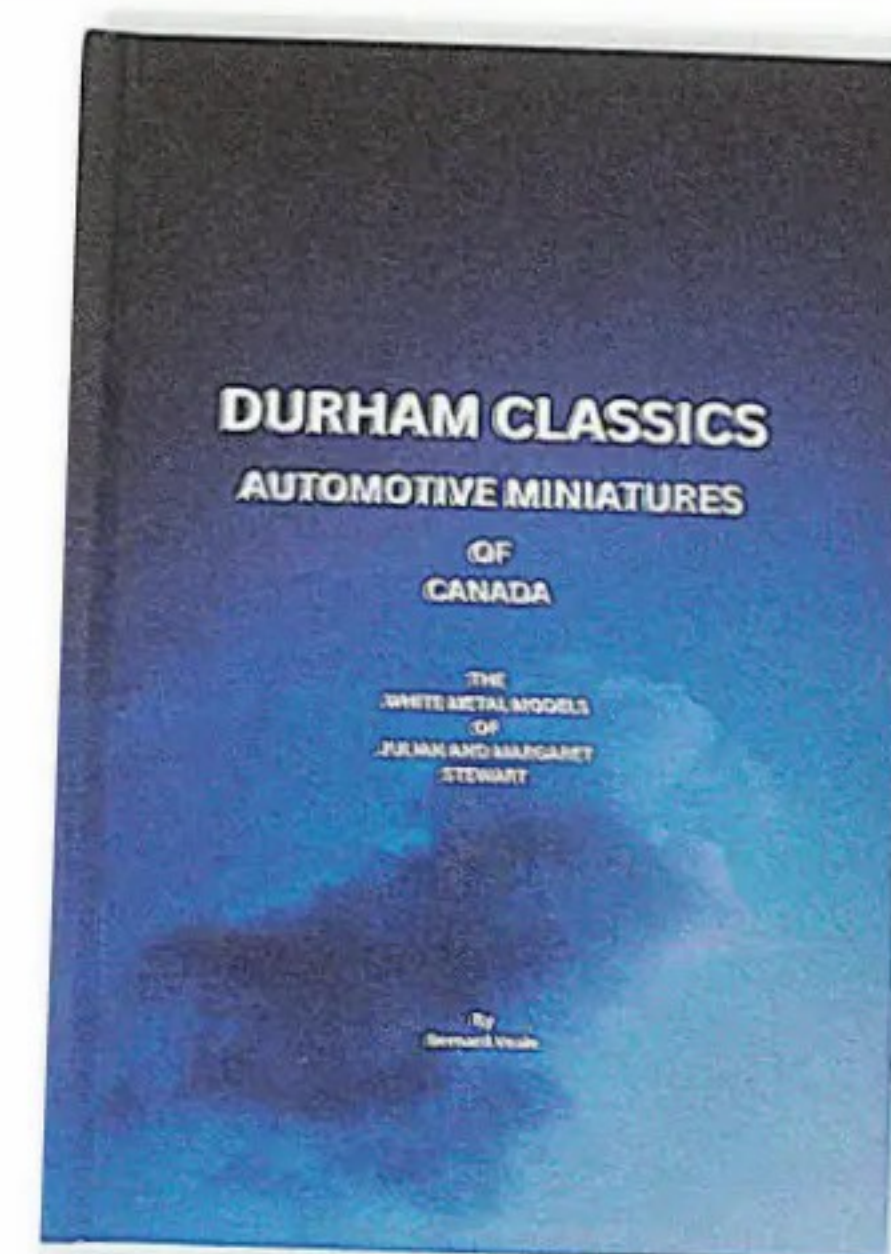
Size: 215 x 150mm (A5)

Pages: 100

Price: £24.75 (+ £3.65 UK postage)

Availability: Direct from author -

b.veale@btinternet.com



DURHAM Classics enthusiast Bernard

Veale has published a hardback edition of his popular and comprehensive guide to the range of Durham Classics white metal hand-built models.

Whereas the original smaller-format paperback edition, published some four years ago, was designed to be carried around by collectors, this new one is “for the shelf”, and for reference at home. Once again it covers every model that Durham Classics has made, with colour photographs of each.

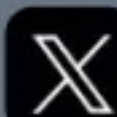
To summarize the history, Durham Classics was started in Oshawa, Ontario, (just outside Toronto) in 1985, by British expat couple Julian and Margaret Stewart. Julian had been involved in the early days of Brooklin Models, as a pattern maker, when they were made in Canada. When that company relocated back to the UK, he set up Durham Classics to make his own range of white metal models in 1/43 scale. The venture was successful and over the next 28 years or so, models of cars and light trucks, many with a distinct Canadian interest. They were manufactured by the Stewarts and their skilled team of artisans, with everything produced in-house and by hand. The quality and finish were universally praised, and the models have stood the test of time extremely well. They are still justifiably popular with specialist collectors today. Numerous variations on the same basic casting were a feature, though quantities were limited, in many later cases to a production of just 60 standard-range models, and with many special commissions, some made in even fewer numbers.

My only criticism is that the history of the company is written in the present tense, leading readers to believe that it is still going, whereas production stopped on Julian's retirement some ten years ago, and this is an important detail for all to note.

That aside however, if you don't have the original edition, this is an excellent guide for all collectors. ■



NEWS

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CHICAGO TOY SHOW Charles Barnett went State-side...

GREAT sunny weather encouraged dealers and collectors from far and wide to this ever-popular show. The event had expanded to fill all 6 covered halls, the atrium and three covered outdoor pavilions of the Kane County Fairgrounds in the pretty town of St Charles, about 40 miles west of Chicago.

In its 51st year, no less, it retains its popularity by changing with the times and fashions, so the trend toward the popular action figures, Star Wars and

similar, is continuing. However, among the hundreds of tables, there was certainly plenty of diecast and tinsplate to be had, as well as the pressed steel toys, plastic kits and promotional cars that are so popular in the USA.

Prices were generally similar to those in the UK, and the good exchange rate for sterling against the dollar, helped as well.

The show was crowded from opening to closing time, and it was encouraging to see so many younger collectors and families

there, though they tended towards the action figures, comic books and similar, reflecting the popular trends.

Next year's three dates are already fixed for 27th April, 27th July and 26th October.

More details can be found at www.chicagotoyshow.com. ■

ABOVE LEFT TO RIGHT
Neat "Dukes of Hazard" diorama in 1/64 scale; "American Graffiti" – inspired mini-diorama in 1/64 scale; a selection of lovely 1/43 diecast models; small tinsplate and plastic models where also available for collectors.

NEXT MONTH

APRIL 2025
Issue 330

PLUS...

- A closer look at a privateer Porsche 935 in the 1970s
- Volkswagen Jeans Beetle
- A-Z of diecast collecting
- Models 'Now and Then'
- Auction results
- All the latest news
- Extensive selection of new model releases
- And much more...



Czech Fox18's foray into 1/64 scale

The release of two sets of Škoda 130s recently was seen a rather bold move... here we find out more.

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



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CORGI

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 nice. Rare. **£575**
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 plinth internal stand. A—A/A- **£240**
 457 ERF 44G Platform Lorry TT Blue A—A/A **£160**

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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Happy collecting! Phil Silvester at Diecast Gems.

Email: phil@diecastgems.com www.diecastgems.com

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.

WHEN A PRIVATEER FRENCH TEAM SET THE OUTRIGHT SPEED RECORD AT LE MANS

Gerard Welter and Michel Meunier, two of Peugeot's design team (Welter was responsible for the styling of the 205, among many other designs), decided in 1969 to create a racing car in their spare time, based on a Peugeot 204. Over the years, they became more and more involved and, in 1976, the WM team made its debut at Le Mans with a potentially front-running GTP car (a closed-body sports prototype) powered by a very modified version of the production Peugeot PRV V6 engine. The car, built with the help of a team of volunteers, harnessed all the true spirit of the privateers at Le Mans and achieved some impressive results, but struggled to compete with the factory Group C cars that arrived from 1982.

So Welter and Meunier decided to concentrate their efforts and limited budget on a new goal – to exceed the 400km/h (250mph) barrier on the Hunaudières (Mulsanne) straight. The car built for the Project 400 project was a natural evolution of previous designs that had come out of the team's humble base at Thoiry-sur-Marne.

For the 1987 race, WM's new P87 comprised the familiar aluminium monocoque chassis with a central backbone. To achieve the aerodynamic efficiency required for this ambitious objective, a new and considerably wider body was created. The two team principals still worked for Peugeot and the car manufacturing giant gave the team some support with continued development of the engine. For the P87, it was now just over 2.8 litres and was fitted with two

SPARK
WM P88 Peugeot
#51 Le Mans 24
Hours 1988

SCALE: 1/18
PRICE: £169.99
REF: 18S844

www.sparkmodel.com

ABOVE RIGHT The beautifully simple lines of the body are perfectly rendered and the finish is sublime.



ABOVE Detailing to the rear wing support is excellent, and note the monstrous venturi tunnels.



turbochargers. Peugeot also gave the team access to its wind tunnel.

Just before the race, the new WM reached 416km/h on a new section of highway that was not yet open to the public. The Peugeot-engined machine looked set to set the outright speed record at Le Mans. Unfortunately, 1987 was the year that the fuel supplied to many of the cars was of poor quality, resulting in several engine failures – not even the factory Porsches escaped. The WM P87 lasted just 13 laps, having already achieved 381km/h (a new record).

The team built a new car for 1988, the WM P88, which differed only in a few details – a slightly larger engine and revised rear suspension. The team also entered the P87 fitted with the same upgrades. During the race, the updated P87 retired after just 13 laps with transmission failure and the P88 was experiencing engine management issues. After sitting in the pits for over three and a half hours, the P88 was sent back out with Roger Dorchy behind the wheel. He turned up the turbo boost and he was officially clocked at the radar point at over 400km/h for several laps. Although the fastest run was 407km/h, the official figure was set at 405km/h (253mph), possibly as the race just happened to coincide with the launch of the new Peugeot 405.

Running at the maximum turbo boost, coupled with the earlier problems saw the P88 return quickly to the pits, pretty much cooked! For the 1990 race, two chicanes had been added to the long straight after an FIA directive, ensuring that the P88 will most likely forever hold the record.

Spark's large-scale resin model of this incredibly significant racing car is simply stunning. The beautifully simple lines of the body are perfectly rendered and the finish is sublime, with the very slight sparkle to the green wonderfully recreated.

Everything about this model screams quality, as is to be expected from this most impressive modelmaker. ■

ABOVE
The very slight sparkle to the green paint is wonderfully recreated and all the decals are present and correct.





MATRIX MODELS
1966-70 Ford Cortina Lotus Mk II – White / Green
SCALE: 1/43 PRICE: £115 REF: MX40603- 101

www.matrixscalemodels.com

Lovely model of the later version of the popular Cortina with the Lotus treatment. Black interior, excellent detail inside and out, and with the correct wider wheels.



MATRIX MODELS
1966-70 Ford Cortina Lotus Mk II – Red / Gold
SCALE: 1/43 PRICE: £115 REF: MX 40603- 102

www.matrixscalemodels.com

Another version of the Cortina, in the colour scheme of the Alan Mann racing team. Great detail again, but no mirrors. Only 100 examples of each version.



MATRIX MODELS
1973-81 Reliant Robin - Orange
SCALE: 1/43 PRICE: £110
REF: MX31702-051

www.matrixscalemodels.com

Fine model of the popular three-wheeler, though a little over-scale. The interior is matching orange, and there is all the detail one would expect.



SOLIDO
Aston Martin DB5, 1964 - Metallic red
SCALE: 1/18 PRICE: £55.99 REF: S1807103

www.solido.com

Ok, we'll admit it... we've fallen in love a little bit with this Aston Martin! The intricate design and reproduction is simply delightful. A definite 'must have'!

NEW MOTORHOME WITH A BRITISH TWIST

When General Motors decided to build a motorhome, they started with a clean-sheet, and the results were as innovative as the styling suggests.

The powerful 455 cu.in. (7460 cc) engine and transmission from the front-wheel-drive Oldsmobile Toronado and Cadillac Eldorado, produced 265 bhp. The bodywork was made from aluminium and fibreglass to minimize weight, all to facilitate relaxed long-distance cruising. The FWD design also allowed a low interior floor, and the airbag rear suspension made for a comfortable ride. Customers could choose from 15 interior layout options, and all of this meant the motorhome was a good seller, some 13000 being built over the 5-year period.

Not often seen in the UK, one exception was its adoption by the flamboyant and maverick Hesketh Formula One team, famous both for its lavish lifestyle and for launching James Hunt on his path to the F1 World Championship. Their example, finished in White with Red striping and the team logo became a familiar sight at major European circuits at the time.

The new Automodello, in resin, is beautifully moulded and finished, and the level of detail is excellent. All the exterior motifs and louvres are replicated, down to those on the roof-mounted air-conditioning box. Inside, the cockpit detail can easily

AUTOMODELLO 1973-78 G.M.C. MOTORHOME

PRICE: \$119.99
SCALE: 1/43
REF: 43G073

www.automodello.com



be appreciated through the large windscreen, and the internal fittings can be seen through the heavily-tinted side and rear windows.

Besides the authentic Hesketh version there are versions in authentic "Glacier White" with blue striping and "Palm Beach Green" with toning green stripes. The model is a beauty, but only 143 of each version are to be made. ■



NEW RELEASE OF FLAGSHIP TRACTOR

Fendt launched its new award-winning, mid-range 600 series tractor range at Agritechnica in 2023 and Universal Hobbies has recently released this model of the 165kW flagship tractor. Like the full size tractor the model sets new standards for Universal Hobbies. The largely metal and newly tooled model has good levels of detailing and many working feature not seen on Universal Hobbies' previous models.

On the tractor's front there is a working three-point linkage, with rams supporting the lower links and an adjustable length top link. The front wheels steer and the hinged bonnet lifts to reveal engine bay detail. There are work lights, folding mirrors, warning beacons and aerial detailed on the cab. Also, in a first for Universal Hobbies, both the cab doors and rear window open. The excellent detailing continues inside the cab which has grey patterned matting, grey seats and detailed steering column. On the driver's seat armrest there's a monitor with detailed screen.

For attaching at the rear the tractor's provided with a simple pin for attaching trailed equipment and a working linkage with quick release ends. Two rams support the lower arms and a slide under the rear axle locks them in the raised position. The top link length adjusts, it has colour-coded hydraulic connectors and a European style drawbar detailed. ■

UNIVERSAL HOBBIES Fendt 620 Vario Tractor

PRICE: £89.87
SCALE: 1/32
REF: X991024003000

www.shop.fendt.com



ABOVE AND RIGHT
In a first for Universal Hobbies, both the cab doors and the rear window open. A great addition!



UNIVERSAL HOBBIES
Fendt 618 Vario Tractor with Cargo
5.90 Front Loader, 1/32 scale
PRICE: £107.87 REF: X991024004000

shop.fendt.com

Equipped with a 2100 material bucket the loader detaches from the tractor and has good levels of detailing. It lifts smoothly on two support rams.



SIKU
Fendt 726 Vario Tractor
SCALE: 1/43 PRICE: £34.99
REF: LCN35

www.agritoy.nl

Individually numbered and limited to a 2250 run this special edition of Siku's Fendt 700 tractor features extra detailing, female driver and dual wheels.



UNIVERSAL HOBBIES
Ferguson FE-35 SKM Tractor &
Ransomes TS 59 Plough Set
SCALE: 1/32 PRICE: £75 REF: UH7126

www.accuratediecast.com

Supplied in a presentation box and limited to 1000 sets both the tractor and plough are well engineered and detailed models.



BRAEMERE MODELS
Chieftain Tri-Axle Low-Loader
SCALE: 1/32 PRICE: £65
REF: N/A

www.braemeremodels.co.uk

Unpainted plastic kit with around 60 parts that includes laser cut acrylic sheets, real timber flooring, vinyl decals and rubber tyres.

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JOIN KEN & MARY IN TAKING THIS WILD LBWK SKYLINE FOR A TEST DRIVE

Nissan's mighty Skyline really needs no introduction, having been around since 1967 when the company merged with the Prince Motor Company, which had first used the Skyline name 10 years earlier.

Fast forward to the 4th generation of the Skyline we see here, which was produced from 1972 to 1977. The Skyline wasn't necessarily a particular type of car, more a concept, so it came in various bodystyles – 4-door sedan, 2-door hardtop coupe and 5-door station wagon. The model we're looking at here started life as a 2-door hardtop, in 2nd-generation GT-R guise, which was unveiled at the 1972 Tokyo Motor Show. A series of TV commercials created to promote the car featured a young Western-looking couple, named Ken and Mary, who drove it through Japan's most scenic areas. Ken and Mary became Kenmeri, the nickname that's synonymous with this version of the Skyline GT-R to this very day.

Because it lacked major performance improvements, most of the owners of 1st-generation GT-R (3rd-generation Skylines, known as Hakosuka), as well as those thinking about buying a GT-R, avoided the Kenmeri. To make matters worse, the 1973 oil crisis hit Japan hard. So interest in the new version diminished even further and Nissan ceased production after just three months, with just 197 Kenmeris built.

Liberty Works is a hugely successful Japanese customising and tuning outfit, which has grown into a global phenomenon. MINI GT struck up a relationship with the company very early into its new, 1/64-scale venture and many, many LB*WORKS models have been released so far. This is the first of a short series of three similarly-liveried Nissans, branded as KUMA, which is an incredibly popular cartoon bear that



ABOVE

All the details are there, such as the special, small-sized wheels, and the presence of the external cooling unit mounted to the front of the car.

MINI GT
Nissan Skyline
Kenmeri Liberty
Walk LBWK KUMA
(RHD)

SCALE: 1/64
PRICE: £17.99
REF: MGT00698-R

www.clevelandsdiecast.co.uk

features prominently over the car's bodywork. The Kenmeri shown here was the first of these to be released. Also just arrived is the R35 GT-R (MGT00742), and the Silvia S15 (MGT00743) is due anytime now.

As always with MINI GT, the quality of the casting is top notch and the finish is astonishing, particularly when you consider the complexity of the livery. All the details are there, such as the special, small-sized wheels, and the presence of the external cooling unit mounted to the front of the car. It just has to be seen to be believed! ■

RIGHT
The Kenmeri Skyline GT-R's styling is a nod to US automotive trends at the time, a market Nissan was aiming to move into.



ABOVE

This is the first of a short series of three similarly-liveried Nissans, branded as KUMA, which is an incredibly popular cartoon bear that features prominently over the car's bodywork.



DIECAST MASTERS
Caterpillar 745 Articulated Haul Truck

SCALE: 1/50 PRICE: €237.99 REF: 85528BSC

www.diecastconstruction.co.uk

This Cat 745 hauler is a limited edition release in the Brent Scarbrough & Company decoration. Consists of a black base coat with graphics along the sides.



DIECAST MASTERS
Caterpillar D8T Track-type Tractor

SCALE: 1/50 PRICE: €215.99
REF: 85299BSC

www.diecastconstruction.co.uk

A second limited edition release in the Brent Scarbrough & Company decoration, this time finished in a white base coat with striking graphics on the blade/ body.



NZG
Hamm HD Compact Line HD 12e VV Tandem Drum Roller

SCALE: 1/50 PRICE: £40 REF: 1087

www.scalemodels.de

For the Wirtgen Group, one of the latest battery powered paving and compaction machines produced in 1/50 scale and packing plenty of fine detailing.



NZG
Hamm HD Compact Line HD 12 VO Tandem Drum Roller

SCALE: 1/50 PRICE: £40 REF: 10871

www.scalemodels.de

A conventional diesel powered compact tandem drum roller, with a similar look to the electric version of the machine but with some subtle tooling differences.



NZG
Hamm HD+ 120i V-VIO Tandem Drum Compactor

SCALE: 1/50 PRICE: £70 REF: 1086

www.scalemodels.de

An ideal machine for road paving duties featuring an articulating chassis and fully enclosed cabin with a replicated interior capturing all the essentials.



CONRAD
MAN TGS NN Tipper with Low Loader Trailer "Lise & Fils"

SCALE: 1/50 PRICE: €155 REF: 81247/1

www.oneforfun.co.uk

This release from Conrad includes a 4-axle MAN TGS NN tipper truck with a Meiller three-way body, paired with a 4-axle towed semi low loader trailer.



WSI MODELS
Scania R 6x2 with 3-axle Semi Low Loader Trailer & Ramps

SCALE: 1/50 PRICE: £129 REF: 04-2208

www.maguiremodels.co.uk

The ever-popular Broshuis 3-axle semi low loader trailer with loading ramps released in three different configurations, each with a different tractor rig.



WSI MODELS
DAF XF SL 6x2 with 3-axle Semi Low Loader Trailer & Ramps

SCALE: 1/50 PRICE: £129 REF: 04-2206

www.maguiremodels.co.uk

Not content with one version, the low loader with functional loading ramps has also been released with a DAF XF 6x2 twin-steer tractor, in plain yellow.



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MGT00960-L - 1/64 JAGUAR C-X75 SILVER (LHD)
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MGT00961-R - 1/64 TOYOTA SUPRA (A80)
TOP SECRET GT-300 TOP SECRET GOLD (RHD)
ALSO AVAILABLE IN BLISTER PACKAGING



MGT00962-L - 1/64 MERCEDES-MAYBACH S680
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MGT00963-L - 1/64 LB-WORKS X ABAS WORKS
ABARTH 595 RED (LHD)
ALSO AVAILABLE IN BLISTER PACKAGING AND RHD



MGT00964-L - 1/64 PORSCHE 911 DAKAR ICE GREY
METALLIC RALLY 1974 (LHD)
ALSO AVAILABLE IN BLISTER PACKAGING AND RHD



MGT00520-L - 1/64 ORACLE RED BULL RACING RB18
NO.1 MAX VERSTAPPEN 2022 ABU DHABI GP WINNER



MGT00726-L - 1/64 ALPHATAURI AT04 NO.22
Y.TSUNODA 2023 F1 AUSTRALIAN GP



MGT00728-L - 1/64 ALFA ROMEO C43 NO.24
ZHOU GUANYU 2023 F1 AUSTRALIAN GP



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NEW MODELS



WSI MODELS
DAF XF Super Space Cab 8x4 with
Nooteboom Manoovr Trailer
SCALE: 1/50 PRICE: £199 REF: 01-4021

A 6-axle telescopically extending trailer paired with a DAF XF super space cab 8x4 tractor in the striking colours of Scottish based Global Crane Services.

www.maguiremodels.co.uk



WSI MODELS
Scania R 8x4 with 4-axle Semi Low
Loader Trailer 'Lock Transport'
SCALE: 1/50 PRICE: €80 REF: N?A

This cracking combination of tractor with Palfinger PK135.002 TEC7 knuckle boom crane is paired with a Broshuis 4-axle semi low loader trailer. A striking model.

www.wsi-models.com



WSI MODELS
DAF XG with Broshuis 4-axle Semi
Low Loader Trailer 'Lock Transport'
SCALE: 1/50 PRICE: €80 REF: N/A

Another release from WSI is this DAF XG 6x2 twin-steer tractor with 4-axle Broshuis telescopically extending semi low loader trailer.

www.wsi-models.com



WSI MODELS
Iveco Torpedo Rally Truck 'Boss
Machinery Team De Rooy FPT'
SCALE: 1/50 PRICE: €124 REF: 22-0007

A Iveco Torpedo rally truck which is faithfully modelled on the Boss Machinery Team De Rooy FPT design. The print work alone is certainly eye-catching.

www.wsi-models.com



AUTOART
Aston Martin DB5 "Goldfinger"
(Silver)
SCALE: 1/18 PRICE: £295 REF: 70296

AutoArt's tribute to Bond's DB5 does not compromise on quality or working features. A wonderful model, the price is justified with the immense level of detail.

<https://autoartmodels.de/model/70296/>



TARMAC WORKS
Ford RS200 - Lombard RAC Rally
1986, Blomqvist / Berglund, 1/64
PRICE: £128.99 REF: T64P-001-86RAC02

Sticking with the same formula that they used for Lancia's 037, this is another masterclass in modelling from Tarmac Works. Detail is minute but incredible.

www.tarmacworks.com



OTTOMOBILE
Fiat Coupe Turbo 20V 1997, Speed
Red
SCALE: 1/18 PRICE: £120.99 REF: OTT 1100

A slick and superbly finished replica of the two-door, four-seater coupe that was produced from 1993 to 2000. Individually numbered and limited edition.

www.ayrey.co.uk



BBURAGO
McLaren Formula 1 Lando Norris
Highlights 4 Pack Set
SCALE: 1/43 PRICE: £39.99 REF: B18-38096

Excellent level of detail as you will have come to expect with this range of models. A good cardboard display stand makes this a nice collectors piece.

www.oneforfun.com

THIS SUPERB PAIR OF GOLF CABRIOLETS SEND YOU RIGHT BACK TO THE 1980S...

The Golf Cabriolet, in its original body style, was launched at the Geneva International Motor Show on 27 February 1979, almost 5 years after the original saloon version. Production started at Wilhelm Karmann GmbH's plant at Osnabrück in June that year and ran until July 1993 when replaced by the Golf A3 based version.

Derived from the Golf A1 the first generation cabrio spanned the lifespan of both the A1 and A2 Golf saloons with, outwardly, minimal visual changes. Perhaps two of the most significant alterations being, in 1982, to the hood that enhanced rear visibility when folded and the replacing of the original style black plastic bumpers from the 1988 model year onwards. A 'facelift' that comprised of body-coloured bumpers, wheel arch extensions, front integrated spoiler and integrated under bumper spoiler. Although utilising the same mechanical and bodywork base the stablemate Rabbit Convertibles were however noticeably different, visually, on account of their North American build specification.

The heyday period for the Golf Cabrio was unquestionably from the 1984 model year through to 1993. A period which saw Volkswagen producing a myriad of Special, Limited and Customer selected options. These included the various 'All White' Editions CC, 'Quartet' custom options, 'Etienne Aigner', 'Acapulco', 'Genesis' and elegant 'Classicline' versions. The latter shared catalogue space also with the 'Youngline' and 'Sportline' options.

Of them it is a pair of 'Sportline' versions that Solido has modelled for its new diecast release in 1/43 that complements OttoMobile's previous 1/18 resin bound variations on the theme. Whilst the first body style Golf Cabrio has already been fairly well represented in 1/43 – current versions including those from Minichamps/Maxichamps



ABOVE

Visually there are two factors that make go towards making a great model: the overall proportions combined with...

SOLIDO
Volkswagen Golf
Cabriolet Sportline
- 1992

SCALE: 1/43
PRICE: TBC
REF: S4315801 Red,
S4315802 Black

www.solido.com



ABOVE

...authentic detailing such as here the Sportline logo and Karmann badging to the body sides. Solido's Golf Cabrio scores highly in both respects.



ABOVE

This tail end shot could easily be taken for a Volkswagen sales brochure photo.



ABOVE

That very convincing looking folded hood looks good on both paint options. So red, black or both?

and Norev – Solido's version is very much welcomed.

This clean, well proportioned, representation of the original including all the attributes that have marked Solido's current 1/43 range as eminently collectible is a treat. The modelling of that folded hood is very convincing and the degree of detailing over the very good paintwork finish is commendable. Whilst the red paintwork version is an obvious first choice with nicely contrasting black interior inclusive of Recaro seats and black with chrome BBS 15" RA alloy wheels the black paintwork option brings some bonus points. These thanks to that black paintwork showing up some of the details better. Details such as those idiosyncratic early style Golf rear lights that survived through the whole production period of the original body style Cabrio because the bigger versions from the later production Golf saloon couldn't accommodate the narrow boot lid opening – and the accompanying individual "accessory style" rear fog lamp. Impressive also is the small Karmann and 'Sportline' badging found aft of the front wheel arch and fore of the rear wheel arch respectively. The final detail that may mean most to Volkswagen collectors is the "Golf Cabrio" dummy licence plates in exactly the style used by Volkswagen in sales brochure images in the 1980s and early 1990s. ■

Into Spring...

Stephen Paul Hardy looks forward with fascination and a high degree of optimism over how diverse the changing diecast scene appears to be evolving into 2025.



ABOVE Illustrating perfectly the sort of "custom models" now being grouped under the 'Solido Works' label is this one from the January batch of new releases: the 1992 Honda Civic (EG6) (S1810404) in colourful Mugen Racing livery. Highlights include eye catching rims with nicely lettered BRIDGESTONE tyres enhancing its low stance look.



ABOVE Consistent with the level of detailing Solido puts into its current range of 1/18 diecast models the Mugen Racing Civic comes with opening features - in this case specifically the doors - allowing access to the detailed interior.

It would seem that the dynamics of change that were at the forefront of my mind for much of last year concerning the directions diecast collecting is heading - or at least the influences behind new model releases - continues to gather pace. Although I have to admit (and I'm sure that I'm not the only one...) that I am forever confounded by the feelings of virtual time vortex confusion by being involved with magazine publishing. Specifically, right now sat on a cold, dark, wet early January day penning this for the March issue published in February whilst trying to feel Springlike with eager anticipation - traditionally a mood that gets instilled in my thoughts by looking forward to the forthcoming Spielwarenmesse and all the news that it brings.

However...

FAIR - OR NOT SO MUCH FAIR

Looking back twelve months I wonder if one of the dynamics of change that really started to set in during 2024, and possibly which will be even more evident this year, is how and where scale model manufacturers showcase their forthcoming new releases. Spielwarenmesse 2025 in Nuremberg, runs from 28 January to 1 February and so effectively coincides with the publication of this issue of Diecast Collector. It may sound heretical to say but I can't help but feel that this famous toy fair had its heyday some while back and has now been slowly diminished by, first, the news distribution media that is the internet and then, secondly, the 2020 pandemic which has caused closure on so many patterns of life since.

Last year I got the impression that some

manufacturers were choosing RetroMobile as their alternative venue for showcasing new releases. This year's RetroMobile, again at the Parc des Expositions de la Porte de Versailles, runs from 5-9 February. Conceivably some manufacturers will attend both but I wonder if others will just opt for one or the other. Certainly the success that Solido had last year at Epoqu'Auto in Lyon, followed by sharing a stand with MINI GT at the prestigious Essen Motor Show, suggests to me that some manufacturers at least see more synergy and opportunity with auto enthusiast collectors by direct connection than through the traditional toy trade fairs.

INFLUENCERS AND SHAPERS

In addition to my increasing awareness of the frequency of generational identity usage in conversations, social media and elsewhere I have become similarly aware of the increasing usage of the popularist terms 'influencers' and 'shapers'. Now they have always been with us but as is so often the case with fashion, their roles seem to have subtly changed with the widening use of social media and in particular video productions accessible through a variety of platforms such as YouTube (...yes you are right, yet another fashionable expression that once upon a time just meant a raised hand standing from which to catch a train!). The relevance of all this to diecast collector's is how sales and advertising reach out to new generations of enthusiasts and collector's. This particularly applies with the embodiment of automotive enthusiasm and scale model collecting on a fully worldwide scale.

Perhaps slightly controversially I have begun



BELOW

Choice pick of the first of Solido's 2025 1/18 releases: the 1994 Mazda RX7 FD RS in Streetfighter Yellow (S1810603).

to suspect that the areas of collector interests, traditionally dominant and catered for in the British diecast scene, are fast shrinking circles in a sea of ever enlarging circles of interest on the upcoming international scene.

LESS OF THE OLD, MORE OF THE NEW

On our home front we are seeing long established brand names, yet again, showing signs of market place fatigue and stress with consequential "go it alone" and corporate fragmentation sell-offs. With a wider perspective embracing mainland Europe similar stresses are appearing to be increasingly evident. For example the concerns about the long established German company SIKU (which has for years had a dedicated diecast following) appear to have taken another turn downwards with the permanent closing of its doors to the SIKU // WIKING Modellwelt museum on 9th December 2024 due to economic reasons. The museum had over 3,500 model exhibits illustrating the wide variety of miniature scale models from a 100 years of combined SIKU and WIKING history.

It seems a twist of fate that it was SIKU's owner - Sieper GmbH - that saved the legendary German brand WIKING after the death of its founder Friedrich Peltzer in late 1981, but is now the declining partner of the business whilst WIKING appear to continue in a relatively strong market place position. To a large extent long established HO sector manufacturers, like WIKING, who model with injection moulded plastic are outside the interest remit of Diecast Collector. What is pertinent though is that more and more new players are entering that marketplace sector. Players that are established

BELOW

Not only does it capture the late 20th century Japanese car cult image perfectly but is lavishly modelled.



BELOW

Watch out for some strong marque themes from Solido again in 2025 including, (predictably) Porsche and as here SUBARU. Making a nice complement to various previously released rally livery versions this 1998 Impreza 22B in silver (S1807408) is scheduled for release in February.

manufacturers traditionally better recognised for their diecast product ranges in larger scales.

Elsewhere in Europe the Simba Dickie Group, whose portfolio includes several well-known toy and model brands, acquired Schuco in 1999. More recently it joined forces with Minimax Import & Export Co. Ltd (the power behind the Spark brand) planning, in doing so, to concentrate its model car business there in the long term by the integration of Schuco. I would not be surprised then to see tangible changes emerge during 2025 as a result of Spark/Schuco cooperation in the development, production and marketing of their product ranges.

NOSTALGIA FOR YESTERDAY, NOSTALGIA OF TOMORROW

I suspect that every diecast collector recognises



Of Solido's January 2025 1/43 releases probably the most appealing to many Diecast Collector readers will be the two Mini Coopers. Here as a 1997 'Sport' in red (S4316603) and equally popular not doubt as an 'S' in green (S4316601).



ABOVE
The impressive frontal view of the Cooper version that immediately captures the late series versions homage to the original rally winners of the 1960s



ABOVE
Equally impressive - but for other reasons - is the tail view flaunting its host of well modelled detailing.

nostalgia of one sort or another is a driver in their hobby interest - whether or not they admit it to be so. As a generalism that driver can be broadly divided into two. Nostalgia for the toys we had (or yearned for) as children and nostalgia for automobiles that have been part of our past, either as owned or just essential parts of the street scene memories of yesterday. Maybe it is the latter that make me browse longingly at some of the sealed resin offerings from Matrix and Cult Scale models. Similarly, the former that attracts me to the current outpouring of diecast reissues from the Corgi Model Club... toy cars I had and cherished but as yet have not succumbed to buying. However, the twist here is a very exciting development due to unfold during 2025 with the announcement that in July the program of reissues includes the white-liveried Dutch Police Car version of Corgi VW Beetle No.492. Now that intention to bring forward reissue examples of hitherto (very) difficult to find, even when new, versions is a fabulous breath of fresh air.

Of course, today's latest thing is also, in time, tomorrow's nostalgia and yesterday's latest thing... already well on its way to being embryo-nostalgia! A thought process prompted by the latest news from Solido, which has been very active during 2024 in attending and assessing interest trends of enthusiasts in the Far East, including Thailand, in addition to China and Japan.

A WORD FROM SOLIDO...

Continuing its efforts to reach a wider and younger

audience, Solido will keep developing unique models that align with its new direction ... successfully launched in 2024..

As Clément Rouvière, Brand Manager at Solido, explains: "For 2025, the key word is 'open-mindedness!' This year, Solido completed its shift towards a new generation of collectors. Now, we want to focus on them and collectors worldwide. This will mean an increase in the number of custom models, now grouped under the 'Solido Works' label! 2025 will kick off with a highly anticipated model for JDM fans, the Nissan Silvia S15. The 'Mona Lisa of Drift' is well-known among video game enthusiasts and Fast & Furious fans. It's also an icon of late-20th-century Japanese cars and made a name for itself in Drift and JGTC racing in Japan."

Since the launch of the (Volkswagen) T1 Pick-Up by Solido in 2021, collectors have been eagerly requesting the "Bus" version. Great news: this version will be released in the first quarter of 2025. This is proof that the miniature manufacturer listens to the feedback from its loyal community.

Electric cars are as divisive as they are fascinating, with opinions ranging widely... Building on a long-standing partnership with Alpine, Solido is thrilled to announce the arrival of the Alpine A290 in 1/18 scale!...Solido is evolving with the times, so it's only fitting that they embrace the shift.

For this debut, they're offering a model that stands out with its design and nostalgic appeal! ■



ABOVE
The distinctive 'modern classic' 22B is scheduled to be joined also by two versions of the 2003 Impreza WRX STI in Sonic Blue (S1812301) and Streetfighter Yellow (S1812302) to make a hat trick for February!



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International HX520 XL Lowboy Red (Was £119)



Almost Real 810115 - 1:18 Scale - £199
1980 Range Rover Police (Was £239)

AUTO WORLD - 1.18th Scale RETIRED ITEM SALE - LAST CHANCE



AWSS 1126 - Ford Mustang Mach 1
James Bond - £99



AW 314 - 1932 Cadillac V16 Phaeton
Metallic Green - £119



AWSS 132 - Lotus Esprit
James Bond - £119

AUTO WORLD - 1.18th Scale RETIRED ITEM SALE - LAST CHANCE



Z01552 - Kenworth T909 Cab Unit
White / Red - £139.99



Z01499 - Kenworth K200 Cab Unit
Hi-Haul Transport - £139.99



Z01498 Kenworth C509 Cab Unit
Metallic Blue - £139.99

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British Heritage Models
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MATRIX PRE-ORDER: ROLLS-ROYCE PHANTOM VI LANDAULET: 1972 PRESIDENT OMAR OF GABON, SILVER; 1973 MRS V GILLARD, MAROON; 1975 PRINCESS NORA MOHSEN, BLUE



MATRIX SCALE 1:18: 1953 DAIMLER GREEN
GODDESS OPEN, HOOPER. £240 OR 3 X £80



BHM LIONHEART, SCALE 1:18, 1950 ROLLS-ROYCE PHANTOM IV, PRINCESS ELIZABETH, GREEN. £285 OR 3 X £95



BHM LIONHEART, SCALE 1:18, 1950 ROLLS-ROYCE PHANTOM IV, THE QUEEN/KING CHARLES. CLARET/BLACK. £285 OR 3 X £95



MATRIX SCALE 1:18: 1953 DAIMLER GREEN
GODDESS OPEN, HOOPER. £240 OR 3 X £80



BHM LIONHEART, SCALE 1:18, 1950 ROLLS-ROYCE PHANTOM IV, PRINCESS ELIZABETH, GREEN. £285 OR 3 X £95



DERREZ: 1963 TRIUMPH COURIER VAN WITH STANDARD TRIUMPH LIVERY, BLUE. £104.50



ESVAL: 1952 BENTLEY R-TYPE COUPE, ABBOT. BLACK/SILVER NO SPATS. PRE-ORDER



DERREZ: 1964 TRIUMPH HERALD 3-DR HATCHBACK PROTOTYPE, WEDGWOOD. £104.50



ESVAL: 1948-50 TALBOT LAGO T26 RECORD, 2-TONE BLACK/RED, OPEN OR CLOSED. PRE-ORDER



ESVAL: 1952 BENTLEY R-TYPE COUPE, ABBOT, STEEL GREY, REAR SPATS. PRE-ORDER



ESVAL: 1948-50 TALBOT-LAGO T26 RECORD 2-TONE BLUE, OPEN OR CLOSED. PRE-ORDER



GOLDVARG: 1962 BUICK INVICTA STATION WAGON, WHITE/BLUE, OR FAWN. £79.50 EACH



GOLDVARG: 1970 FORD GALAXIE STATION WAGON, CHICAGO FIRE CHIEF. £79.50



GOLDVARG: 1967 PONTIAC BONNEVILLE SEDAN, TYROL BLUE METALLIC. £79.50



ESVAL: 1961 BUICK LE SABRE, OPEN OR CLOSED CONVERTIBLE, TURQUOISE. PRE-ORDER



MATRIX: 1939 MERCEDES BENZ 770K, OPEN, MAROON, WHITE, OR BLACK. PRE-ORDER



ESVAL: 1961 BUICK LE SABRE 4-DOOR SEDAN, YELLOW. PRE-ORDER

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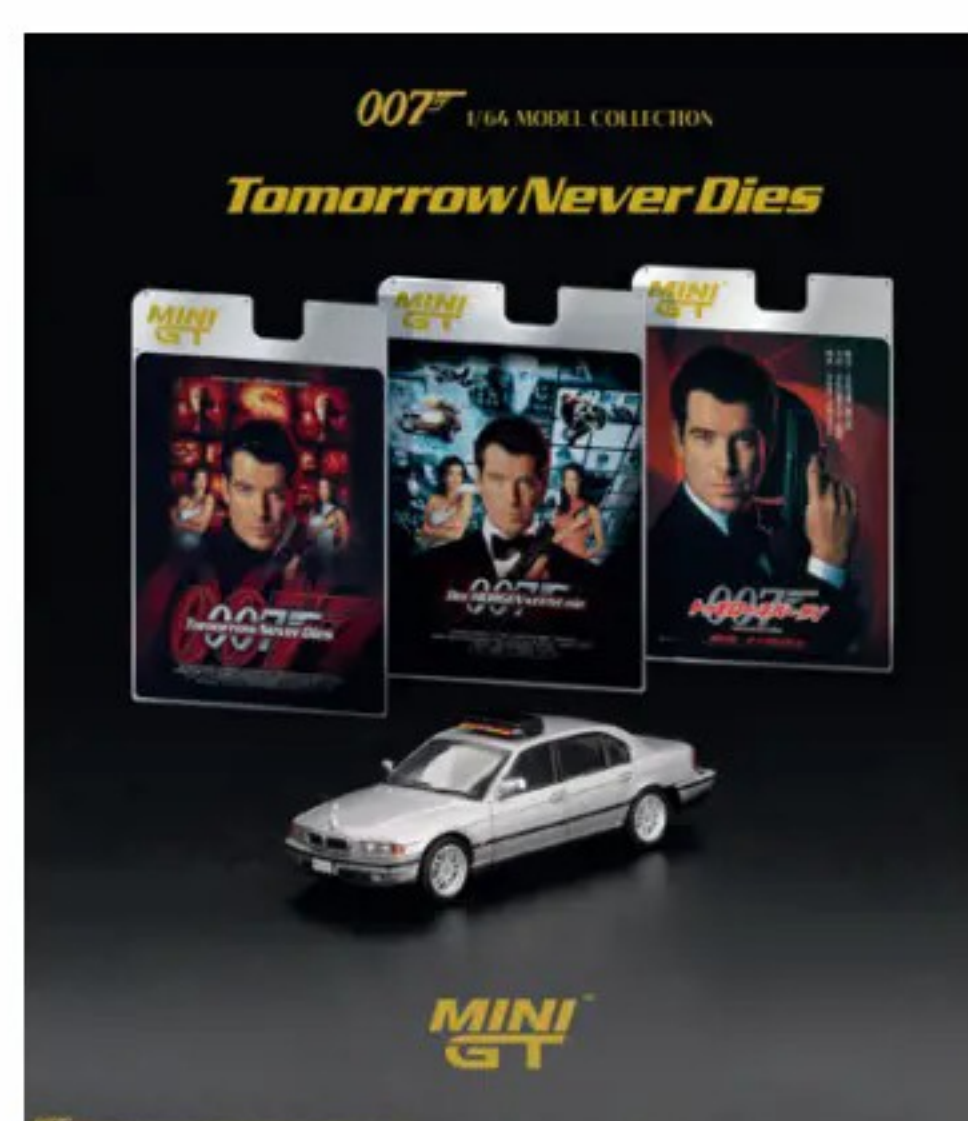
MINI GT 007 Collection



Announced at Nuremberg, in January 2024, more details are emerging fast about this exciting new range coming soon. **Rick Wilson** is not shaken, but definitely stirred.

ABOVE Seven more of the models in development, with the four DB5 variants in the background.

INSET RIGHT The range montage image that accompanied the first announcement of the collection, in January 2024.



ABOVE The *Tomorrow Never Dies* BMW 750iL (MGT00902-007) with the three different movie poster packaging versions.

There has been a huge surge in the popularity of 1/64 scale in recent years. And there has always been a massive amount of interest in anything to do with Ian Fleming's James Bond character, particularly the cars and vehicles featured in the films, so it was only natural when the two came together in the MINI GT range.

TSM Models launched its MINI GT range in 2017. It hit the UK in 2019, when Cleveland's Diecasts became the sole official UK importer (and it still is today).

TrueScale Miniatures, as it was originally called, was founded in 2006, based in Hong Kong, and began distributing diecast models the following year. Over time, most collectors referred to the company as TSM, for short, and a few years ago, this became part of the new trading name.

On its website, the company's states "TSM-Model strives for a perfect blend of passion and detailed craftsmanship in each model we produce. From our humble beginnings making accessories to accentuate your collection, we have selectively expanded our

offerings each year to offer not only key pieces of motorsports history, but to capture both classic street cars and the newest vehicles you admire on the road today. We are always looking for ways to improve our craft, using a combination of the newest technology and honed technique to get all of the details just right." One of those areas of improvement came to light in late 2017, when the company announced the launch of its brand new range, dedicated solely to 1/64 scale.

MINI GT made the huge announcement about its forthcoming James Bond 007 Collection on 25th January 2024, just ahead of the 2024 Nuremberg Toy Fair... "Celebrating 60 Years of *Goldfinger* - 2024 marks the 60th anniversary of this iconic film which introduced James Bond's Aston Martin DB5! MINI GT is super excited to announce our 007 James Bond 1/64 Model Car Collection.

"This exquisite collection will feature many well-known vehicles from the James Bond series, including the Aston Martin DB5, Lotus Esprit, BMW 750iL, and many others. Realising the long-held ambition of MINI GT's director, Mr. Glen Chou, this collection promises high-quality 1/64 scale models of the James



From left to right: Aston Martin DB10 – *Spectre* (2015), Lotus Esprit S1 – *The Spy Who Loved Me* (1977) and BMW 750iL – *Tomorrow Never Dies* (1997).

Bond movie series. Collectors can look forward to meticulously-detailed models with unique designs, capturing the essence of the James Bond vehicular legacy.”

The announcement was accompanied by a montage graphic depicting a wide selection of both hero and baddie transports used in the movies over the decades. If this is anything to go by, the collection has the capability to grow into a hugely impressive one.

Since the Nuremberg announcement, further specialist trade fairs and hobby shows around the globe during 2024 have seen many teaser images appear as pre-production and engineering samples progress and are displayed. These have gone some way to confirming what the initial release list will look like.

In July 2024, MINI GT confirmed that the first two releases would both be of the iconic Aston Martin DB5 from the 1960s films and there would be versions of each release with packaging backdrop movie poster artwork in various languages. The version from *Goldfinger* has all the car’s special ‘Q’ features deployed, but the *Thunderball* version is a ‘clean’ DB5 with none of them activated. The DB5 really needs little introduction as the most iconic of 007’s rides and there will be two further releases, as it appeared in the later *Casino Royale* and *No Time To Die* films.

Pre-orders have been opened as follows:

- MGT00900-007E – Aston Martin DB5 “Goldfinger” (English poster)
- MGT00900-007F – Aston Martin DB5 “Goldfinger” (French poster)
- MGT00900-007J – Aston Martin DB5 “Goldfinger” (Japanese poster)
- MGT00901-007E – Aston Martin DB5 “Thunderball” (English poster)
- MGT00901-007F – Aston Martin DB5 “Thunderball” (French poster)
- MGT00901-007J – Aston Martin DB5 “Thunderball” (Japanese poster)



ABOVE The *Spectre* Jaguar C-X75 (MGT00903-007) with the four different movie poster packaging versions.



ABOVE The *Goldfinger* Aston Martin DB5 (MGT00900-007) with the three different movie poster packaging versions.



ABOVE BMW Z8 – *The World is not Enough* (1999).

- MGT00901-007S – Aston Martin DB5 “Thunderball” (Spanish poster)

Arrival in the UK for the above is stated as being Q1 2025.

During November 2024, MINI GT confirmed the third and fourth releases in the series. The BMW 750iL played a crucial role in *Tomorrow Never Dies*, as James Bond’s tech-savvy companion. Fully loaded with weapons and gadgets, this car combined cutting-edge technology with sleek sophistication. The 750iL’s packaging will feature movie posters in three languages: English, German and Japanese. The Jaguar C-X75 roared into action in *Spectre*, as the villain’s ultra-modern, high-performance supercar in a high-octane chase early in the film through the streets of Rome. The C-X75’s packaging will feature movie posters in four languages: English, Dutch, Simplified Chinese, and Traditional Chinese.

Pre-orders for these have been opened as follows:

- MGT00902-007E – BMW 750iL “Tomorrow Never Dies” (English poster)
- MGT00902-007G – BMW 750iL “Tomorrow Never Dies” (German poster)
- MGT00902-007J – BMW 750iL “Tomorrow Never Dies” (Japanese poster)
- MGT00903-007E – Jaguar C-X75 “Spectre” (English poster)
- MGT00903-007D – Jaguar C-X75 “Spectre” (Dutch poster)
- MGT00903-007SC – Jaguar C-X75 “Spectre” (Simplified Chinese poster)
- MGT00903-007TC – Jaguar C-X75 “Spectre” (Traditional Chinese poster)

Arrival in the UK for the above is stated as being Q2 2025.

Other samples seen in either engineering or pre-production guise so far are:

- Mach 1 Ford Mustang – “Diamonds Are Forever” (1971)



- Lotus Esprit S1 – “The Spy Who Loved Me” (1977)
- Lotus Esprit S1 ‘Wet Nellie’ – “The Spy Who Loved Me” (1977)
- Lotus Esprit Turbo – “For Your Eyes Only” (1981)
- Lotus Esprit Turbo with skis – “For Your Eyes Only” (1981)
- Aston Martin V8 Volante – “The Living Daylights (1987)
- BMW Z8 – “The World is not Enough” (1999)
- Jaguar XKR - “Die Another Day” (2002)
- Aston Martin DB5 – “Casino Royale” (2006)
- Aston Martin DB10 – “Spectre” (2015)
- Aston Martin DB5 – “No Time To Die” (2021)

TOP
Aston Martin V8 Volante – *The Living Daylights* (1987).

ABOVE
Jaguar XKR - *Die Another Day* (2002).

LEFT
Glen Chou proudly shows off early samples of the BMW 750iL from *Tomorrow Never Dies* and the *Goldfinger* Aston Martin DB5.



ABOVE The *Thunderball* Aston Martin DB5 (MGT00901-007) with the four different movie poster packaging versions.



ABOVE
In July 2024, MINI GT confirmed the first two releases as the Aston Martin DB5 from both *Thunderball* (left) and *Goldfinger* (right).



ABOVE
There will be four different versions of the Aston Martin DB5, including two of the car’s later appearances, in *Casino Royale* and *No Time To Die*.

There are, of course, many more cars and vehicles that may appear in the future and the collection will most definitely be an essential addition for both devoted fans of 007 and MINI GT collectors alike. The multi-language posters included in the collection are limited to the original movie posters only. Staying true to the originals ensures that MINI GT’s collection pays proper homage to the legacy of James Bond films.

The packaging box showcases a sleek silhouette of the model car, paired with a unique logo that matches the poster featured on the backcard. This integration of modern and classic design elements makes the packaging as collectible as the models themselves. MINI GT chose gold for the logo because *Goldfinger* was the first 007 movie to ignite the iconic Bond car culture, making it a cornerstone of the franchise’s history. The year 2024 marks the 60th anniversary of *Goldfinger* – a perfect time to celebrate its impact. The chrome gold accents were chosen to honour this milestone, symbolising both the elegance and prestige of James Bond and his cars. The MINI GT 007 Collection is a celebration of cinematic and automotive history, combining authenticity, artistry, and storytelling into every detail.

WHERE TO BUY?

MINI GTs amazing models are available worldwide and are imported to the UK exclusively through Cleveland’s Diecast (www.clevelanddiecast.co.uk). Cleveland’s is a Trade Only wholesaler so, if you’re a retail customer, get your preferred retailers to make contact! ■

Latest releases from Corgi

As is now something of a tradition for Corgi fans, the start of the new year is accompanied by the unveiling of the latest model range. Here we see models that will arrive over the next few months...



Sikorsky SH-3A Sea King - HS-2 Golden Falcons - USS Hornet
PRICE: £89.99 SCALE: 1/72 REF: AA33423 EXPECTED: Winter 24/ 25



Focke Wulf Fw 190A-8 'Black 1' - 2./JG54. - W.Nr Oberleutnant Otto Kittel
PRICE: £59.99 SCALE: 1/72 REF: AA34318 EXPECTED: Winter 24/ 25



Corsair MkII, JT537 - 1836 Naval Air Squadron - Sub Lt Donald J Sheppard
PRICE: £59.99 SCALE: 1/72 REF: AA33016 EXPECTED: Winter 24/ 25



Consolidated OA-10A Catalina 'Miss Pick Up' - 443 915
PRICE: £149.99 SCALE: 1/72 REF: AA36113 EXPECTED: Winter 24/ 25



US P-51D Mustang 'Jersey Jerk' USAAF 9th Air Force Major Donald Strait
PRICE: £59.99 SCALE: 1/72 REF: AA27708 EXPECTED: Spring 25



Ford Escort Mk4 XR3i, Black
PRICE: £37.99 **SCALE:** 1/43 **REF:** VA14307A
EXPECTED: Winter 24/ 25



Ford Escort RS Cosworth, Moondust Silver
PRICE: £37.99 **SCALE:** 1/43 **REF:** VA14806
EXPECTED: Winter 24/ 25



Ford Escort Mk4 XR3i, Black
PRICE: £37.99 **SCALE:** 1/43 **REF:** VA14307B
EXPECTED: Winter 24/ 25



Ford Fiesta Mk I, 1.1 Ghia, Signal Yellow
PRICE: £37.99 **SCALE:** 1/43 **REF:** VA12513
EXPECTED: Spring 25



Ford Transit Custom Sport, Chrome Blue
PRICE: £37.99 **SCALE:** 1/43 **REF:** VA15104
EXPECTED: Winter 24/ 25



Rover P6 3500 V8 Richlieu Red
PRICE: £37.99 **SCALE:** 1/43 **REF:** VA06521
EXPECTED: Spring 25



Ford Capri Mk3 2.0S, Jupiter Red
PRICE: £37.99 **SCALE:** 1/43 **REF:** VA10824
EXPECTED: Winter 24/ 25



Triumph TR7 2.0 FHC, Persian Aqua
PRICE: £37.99 **SCALE:** 1/43 **REF:** VA10510
EXPECTED: Winter 24/ 25



Thunderbirds F.A.B. Collection - Thunderbird 2 & 4
PRICE: £39.99 **SCALE:** Fit the box **REF:** CC00804
EXPECTED: Spring 25



Thunderbirds F.A.B. Collection - Thunderbird 1 & 3
PRICE: £34.99 **SCALE:** Fit the box **REF:** CC00902
EXPECTED: Spring 25



Thunderbirds F.A.B. Collection - FAB 1
PRICE: £39.99 **SCALE:** Fit the box **REF:** CC00605
EXPECTED: Spring 25



Star Trek - USS Enterprise NCC-1701 [Refit]
PRICE: £64.99 **SCALE:** Fit the box **REF:** CC98001
EXPECTED: Winter 24/ 25



Star Trek - The 'James T. Kirk' Collection
PRICE: £109.99 **SCALE:** n/a **REF:** BUNDLEC22 **EXPECTED:** pre-order available

WEB ONLY



Thunderbirds 60th Anniversary Collection
PRICE: £109.99 **SCALE:** n/a **REF:** BUNDLEC21 **EXPECTED:** pre-order available

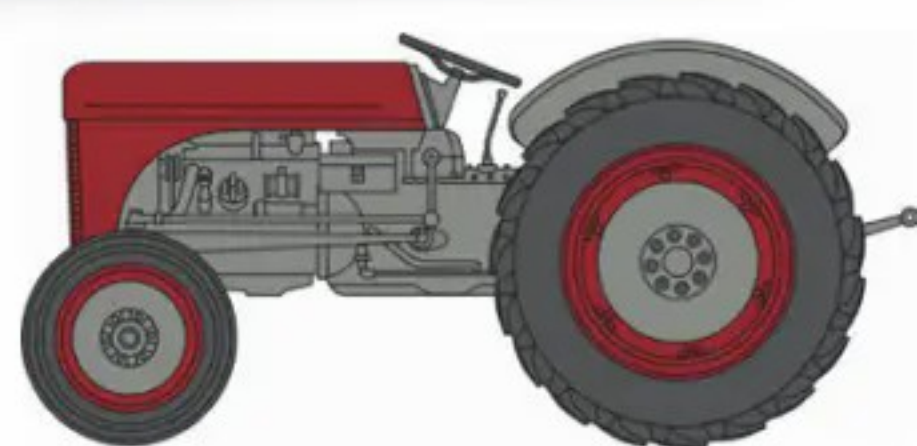
WEB ONLY



New from OXFORD

As we reported last month, the ownership of Oxford Diecast has transitioned from Hornby Hobbies back to being a family run business. Over the next few pages we showcase the recently released range of models that you can expect to see in the coming months... there really is something for everyone!

1/120 Oxford Agriculture



Ferguson TEA Red
REF: 120TEA002 WHEN: Q2/2025 PRICE: £7.95

1/120 Oxford Automobile



Mini Almond Green/Old English White
REF: 120MN003 WHEN: Q2/2025 PRICE: £7.95

1/120 Oxford Commercials



VW T2 Bus/Surfboards Blue/Arcona White
REF: 120VW003 WHEN: Q2/2025 PRICE: £7.95

1/120 Oxford Omnibus

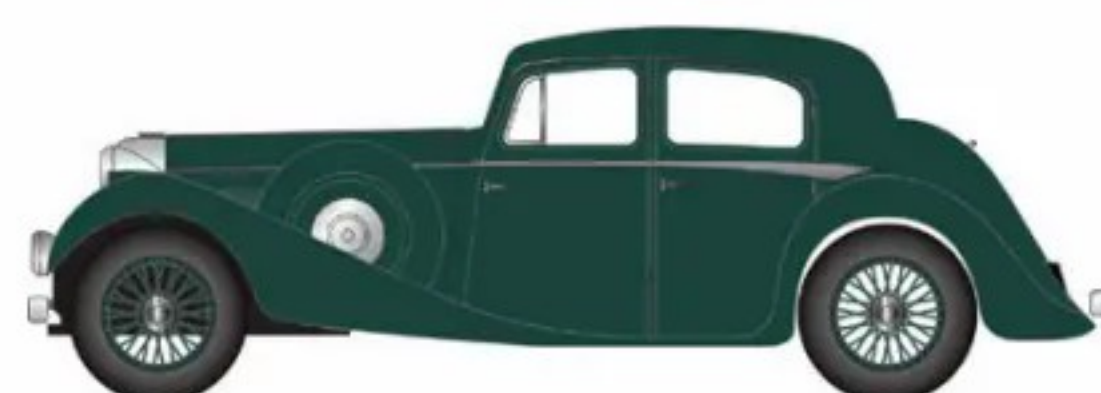


Routemaster Shillibeer
REF: 120RM002 WHEN: Q2/2025 PRICE: £9.95

1/148 Oxford Automobile



Austin Princess Black (Beatles)
REF: NAP007 WHEN: Q2/2025 PRICE: £7.45



Jaguar SS 2.5 Litre Suede Green
REF: NJSS005 WHEN: Q1/2025 PRICE: £7.45



VW Samba Bus Mouse Grey/Pearl White
REF: NVWS009 WHEN: Q2/2025 PRICE: £7.95

1/148 Oxford Commercials

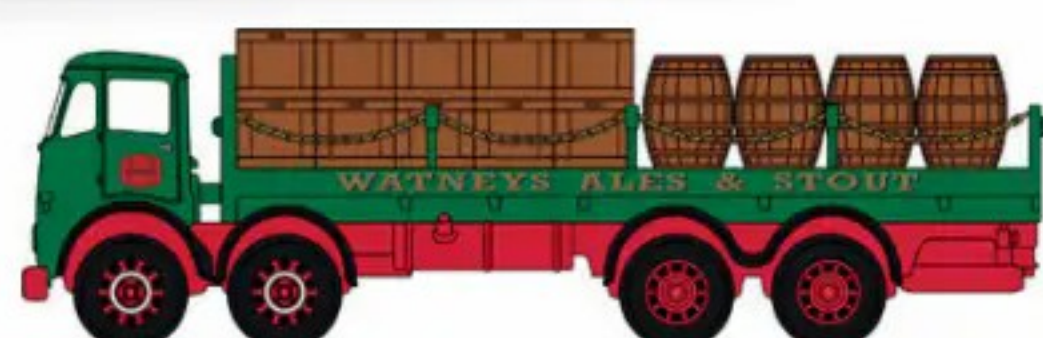


Ford Transit MKV Parcelforce
REF: NFT034 WHEN: Q1/2025 PRICE: £7.95



VW T1 Van Light Grey
REF: NVWS004 WHEN: Q2/2025 PRICE: £7.95

1/148 Oxford Haulage

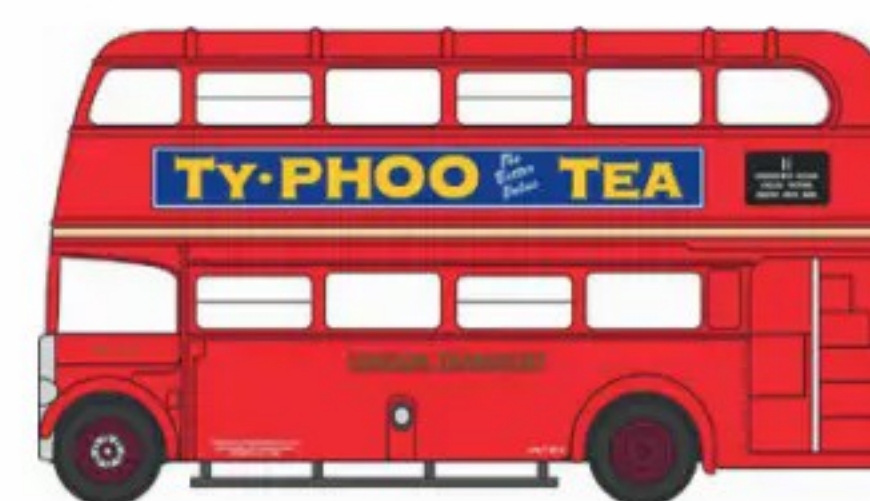


Foden FG 8 Wheel Dray Watneys
REF: NFG016 WHEN: Q2/2025 PRICE: £11.95

1/148 Oxford Omnibus



Bedford OB Coach Connemara Bus
REF: NOB012 WHEN: Q1/2025 PRICE: £9.95



RTL Bus London Transport
REF: NRTL005 WHEN: Q2/2025 PRICE: £9.95

1/18 Oxford Automobile



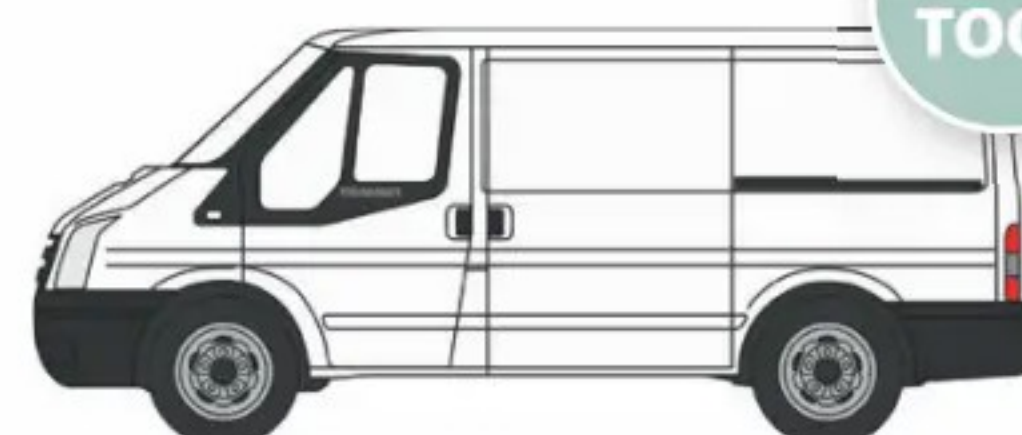
Messerschmitt Bubble KR200 Turkisgrun
REF: 18MBC008 WHEN: Q2/2025 PRICE: £33.95

1/43 Oxford Commercials



Ford Transit MkV Royal Mail
REF: 43FT002 WHEN: Q2/2025 PRICE: £23.95

NEW TOOL



Ford Transit MkV Frozen White
REF: 43FT036 WHEN: Q2/2025 PRICE: £23.95

NEW TOOL



Land Rover Series II SWB Canvas Bronze Green
REF: 43LR2S008 WHEN: Q1/2025 PRICE: £19.95



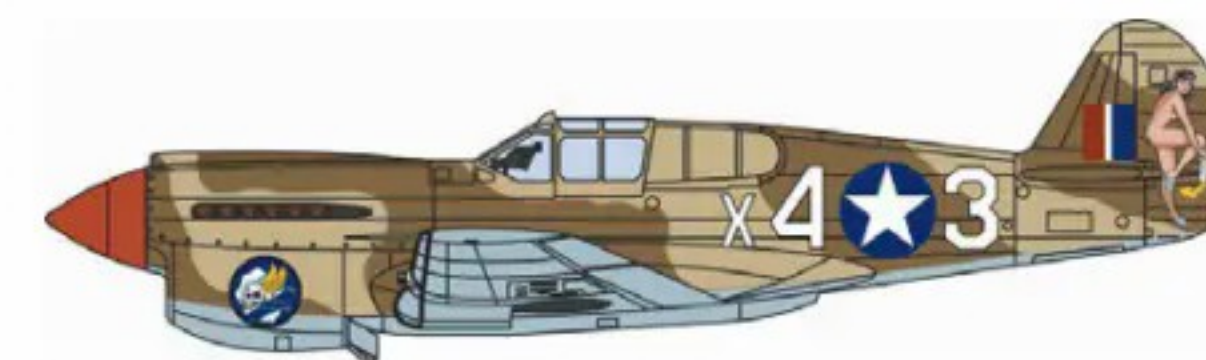
1943 D H Mosquito NF MkII P.G.
Wykeham-Barnes. RAF No.23 Sqn. Malta
REF: AC128 WHEN: Q2/2025 PRICE: £20.95



1945 Spitfire IXE RAF No.310 (Czech) Sqn.
Manston
REF: AC123 WHEN: Q1/2025 PRICE: £19.95



1944 Mustang P51 Capt.D.R.Emerson. 336th
FS 4th FG. 8th AF. Debden UK
REF: AC126 WHEN: Q1/2025 PRICE: £19.95



1943 Curtiss P40-F Warhawk X43 - Miss
Memphis - N.Africa
REF: AC127 WHEN: Q2/2025 PRICE: £19.95

1/76 Coca Cola

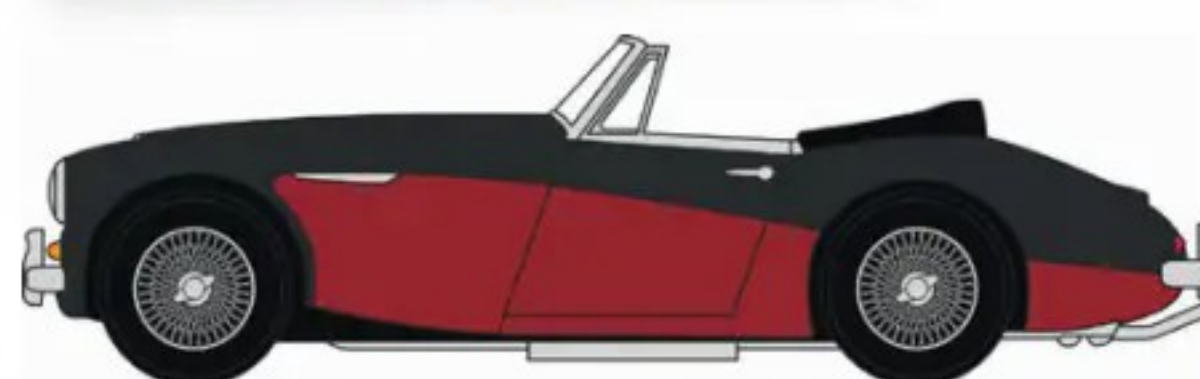


Bedford CF Coca Cola
REF: 76CFV005CC WHEN: Q2/2025 PRICE: £9.95

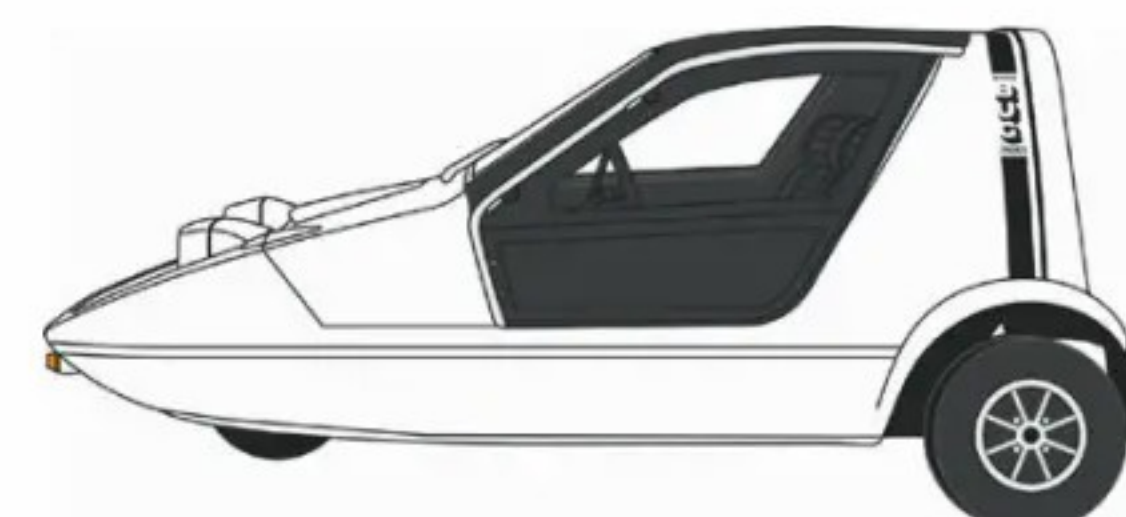


Scania T Cab Box Trailer Coca Cola Xmas livery
REF: 76TCAB012CC WHEN: Q2/25 PRICE: £29.95

1/76 Oxford Automobile



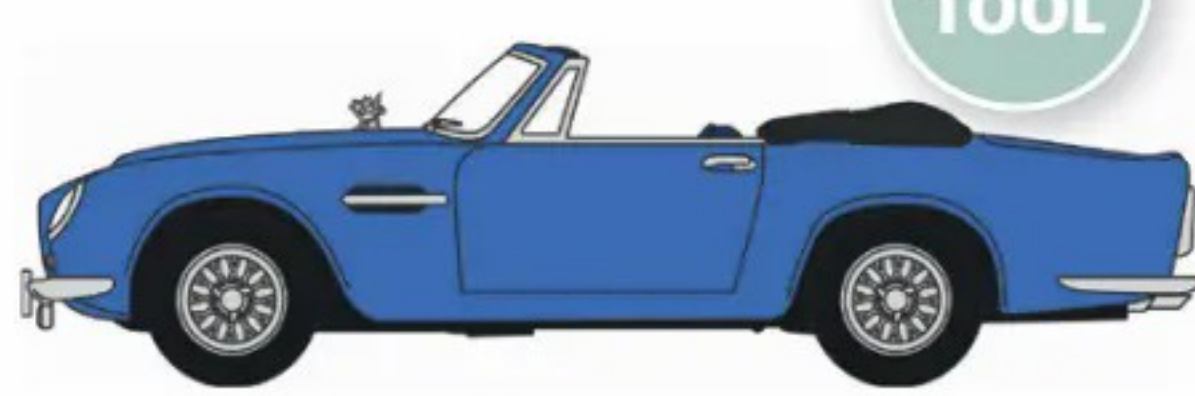
Austin Healey 3000 Black/Burgundy
REF: 76AH3006 WHEN: Q1/2025 PRICE: £9.95



Bond Bug White
REF: 76BUG002 WHEN: Q1/2025 PRICE: £9.95



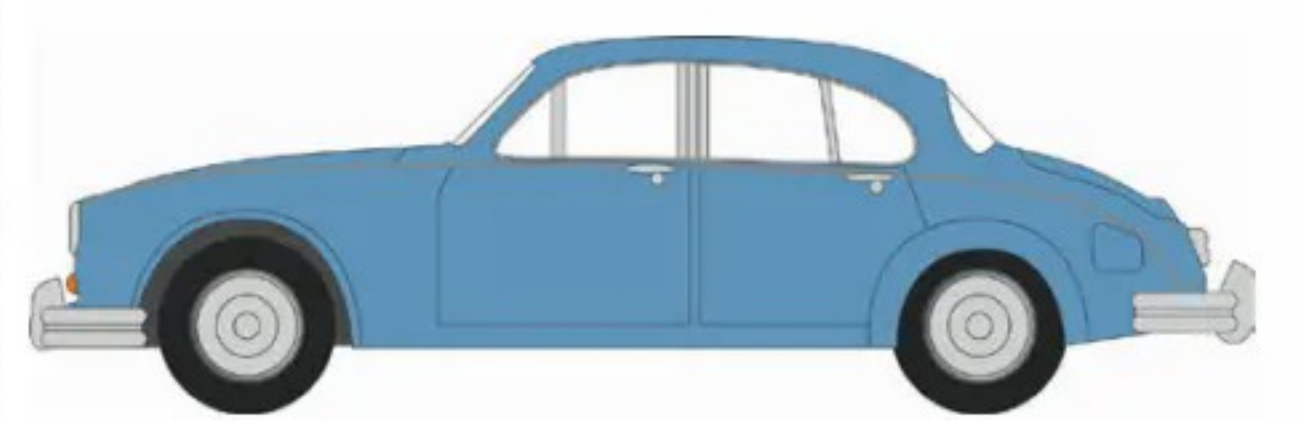
VW Golf GTI Atlas Grey
REF: 76GF007 WHEN: Q1/2025 PRICE: £9.95



Aston Martin DB6 MkII Volante Seychelles Blue (King Charles III)
REF: 76DB6001 WHEN: Q2/2025 PRICE: £10.45



Ford Cortina Mk5 Cardinal Red
REF: 76FC5001 WHEN: Q2/2025 PRICE: £9.95



Jaguar Mk2 Opalescent Silver Blue
REF: 76JAG2008 WHEN: Q1/2025 PRICE: £9.95



Hillman Minx Series IIIA Caramel/Beige
REF: 76HM001 WHEN: Q2/2025 PRICE: £9.95



Humber Sceptre Mk1 Moonstone/Quartz Blue
REF: 76HS001 WHEN: Q2/2025 PRICE: £9.95



Morris J2 Paralanian1963 Sage Green/Ivory
REF: 76JM025 WHEN: Q1/2025 PRICE: £9.95



Morris Marina Damask Red
REF: 76MAR007 WHEN: Q1/2025 PRICE: £9.95



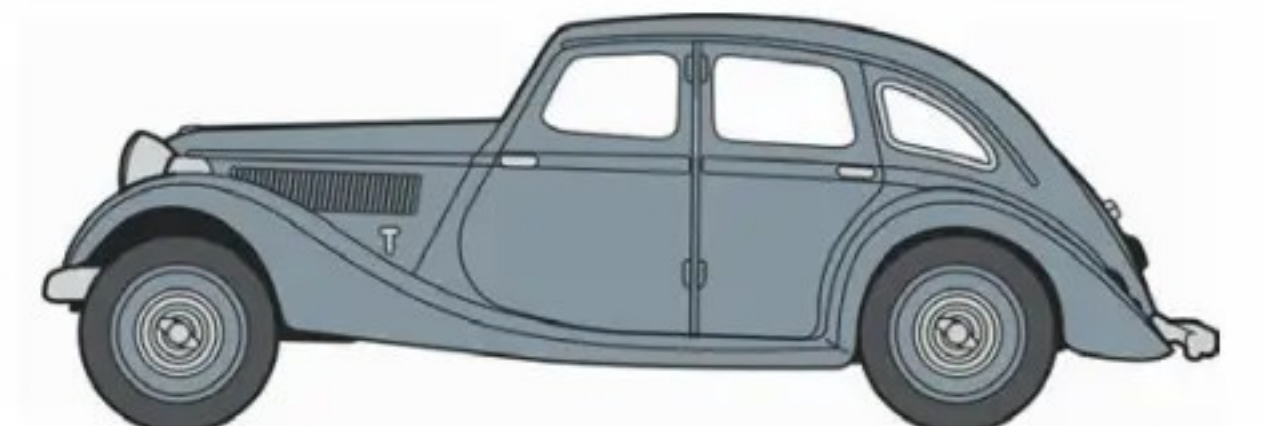
MG Midget MkIII British Racing Green
REF: 76MGM003 WHEN: Q2/2025 PRICE: £9.95



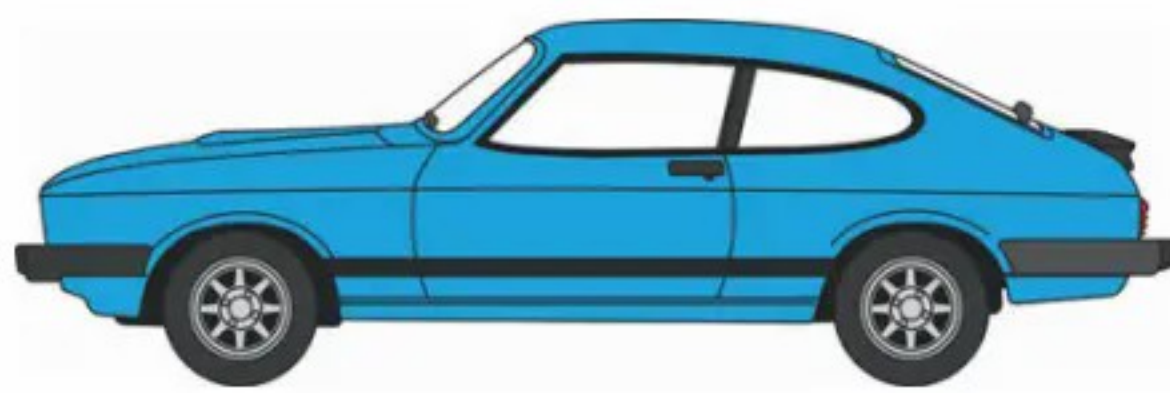
Mazda MX5 Mk1 (Soft Top) Racing Green
REF: 76MAZ002 WHEN: Q2/2025 PRICE: £9.95



Austin Mini Metro British School of Motoring
REF: 76MET003 WHEN: Q2/2025 PRICE: £10.95



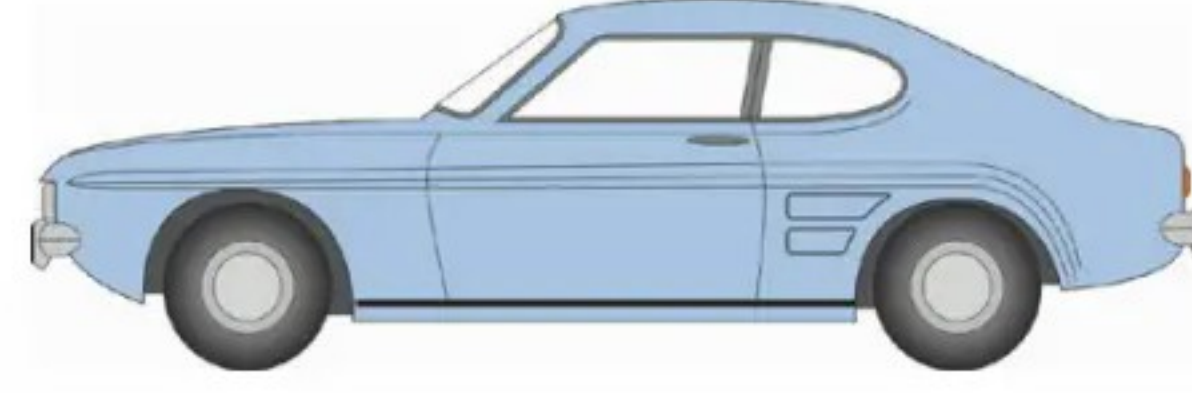
Riley Kestrel Grey
REF: 76RK006 WHEN: Q1/2025 PRICE: £9.95



Ford Capri MkIII Cosmos Blue Metallic
REF: 76CAP010 WHEN: Q1/2025 PRICE: £9.95



Ford Cortina MkII Black Cherry
REF: 76COR2010 WHEN: Q1/2025 PRICE: £9.95



Ford Capri Mk1 Light Blue/Nevilles Car
REF: 76CP005 WHEN: Q2/2025 PRICE: £9.95



Citroen 2CV Dolly Blueberries & Cream
REF: 76CT008 WHEN: Q1/2025 PRICE: £9.95

1/76 Oxford Commercials



Bedford CA Ice Cream Van Tonibell
REF: 76CA004 WHEN: Q1/2025 PRICE: £9.95



Land Rover Defender LWB St. Wagon Red
REF: 76DEF018 WHEN: Q2/2025 PRICE: £9.95



Ford Transit Mk2 British Rail
REF: 76FT2002 WHEN: Q1/2025 PRICE: £9.95



Ford Transit Mk4 Royal Mail
REF: 76FT4002 WHEN: Q1/2025 PRICE: £9.95



Ford Transit Connect RAC
REF: 76FTC014 WHEN: Q1/2025 PRICE: £9.95



Austin-Morris J4 Van Blue
REF: 76J4007 WHEN: Q1/2025 PRICE: £9.95



Land Rover Series 2A SWB Canvas Green
REF: 76LR2AS005 WHEN: Q1/2025 PRICE: £9.95



Land Rover Series III Royal Mail
REF: 76LR3S008 WHEN: Q2/2025 PRICE: £9.95

1/76 Oxford Construction



JCB 7 J C Balls & Sons
REF: 76JCB7002 WHEN: Q2/25 PRICE: £27.95

1/76 Oxford Emergency



Bedford CA Van AA
REF: 76CA031 WHEN: Q2/2025 PRICE: £9.95



Land Rover Discovery 4 Dublin Airport Fire Service
REF: 76DIS007 WHEN: Q1/2025 PRICE: £10.45



Bedford CF Hanlon Ambulance Merseyside Ambulance Service
REF: 76HAN001 WHEN: Q2/2025 PRICE: £12.95

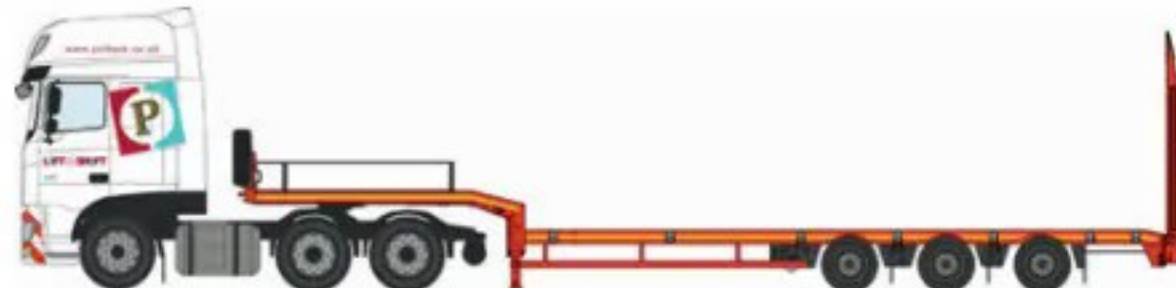


Range Rover Classic AA
REF: 76RCL005 WHEN: Q1/2025 PRICE: £10.95

1/76 Oxford Haulage



DAF 2800 Tipper Alf Arrowsmith
REF: 76D28004 WHEN: Q2/2025 PRICE: £25.95



Pollock Lift & Shift DAF XF Euro 6 Semi Low Loader
REF: 76DXF007 WHEN: Q1/2025 PRICE: £30.95



Volvo F88 Short Fridge Trailer Daniel Stewart
REF: 76F88002 WHEN: Q2/2025 PRICE: £30.95



NEW MODELS



Ford Ranger Hard Back Crouch Recovery
REF: 76FR004 WHEN: Q2/2025 PRICE: £12.95



AEC Tipper Hall Aggregates
REF: 76TIP006 WHEN: Q1/2025 PRICE: £16.95



Volvo Boniface Recovery Truck Crouch Recovery
REF: 76VOL09REC WHEN: Q2/25 PRICE: £28.95

1/76 Oxford Military



Austin K2 Ambulance 1951 RAF Transport Command
REF: 76K2004 WHEN: Q1/2025 PRICE: £18.95

NEW TOOL



Bedford MK REME Recruiting Team
REF: 76MK001 WHEN: Q2/2025 PRICE: £21.95



Sherman MkIII 17th/21st Lancers 6th Arm. Div. Tunisia
REF: 76SM005 WHEN: Q1/2025 PRICE: £17.95

1/76 Oxford Omnibus



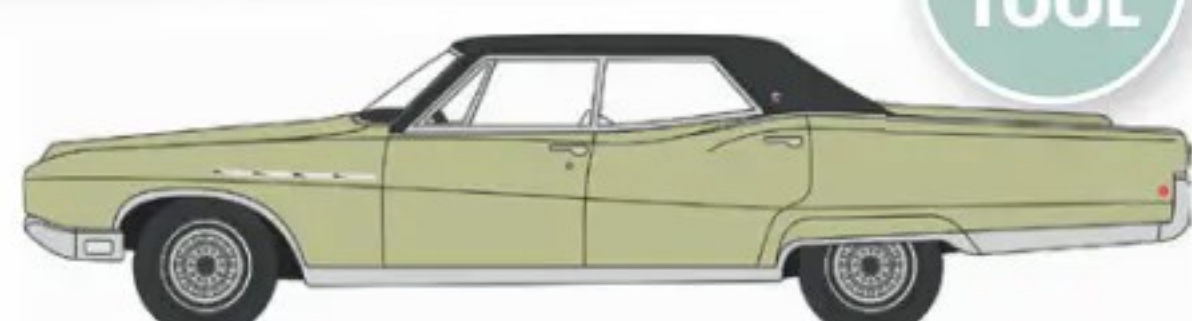
Alexander M Type Highland Omnibuses
REF: 76AMT005 WHEN: Q1/2025 PRICE: £28.95



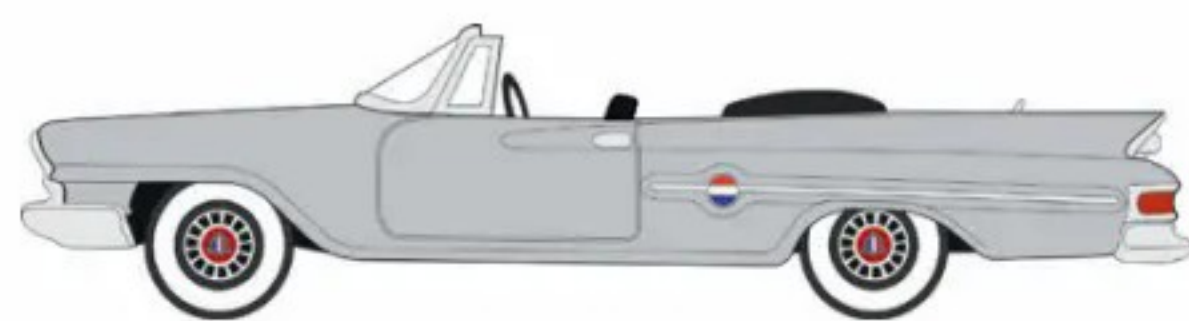
Bedford OWB John Smiths Brewery
REF: 76OWB015 WHEN: Q2/2025 PRICE: £19.95

1/87 Oxford Automobile

NEW TOOL



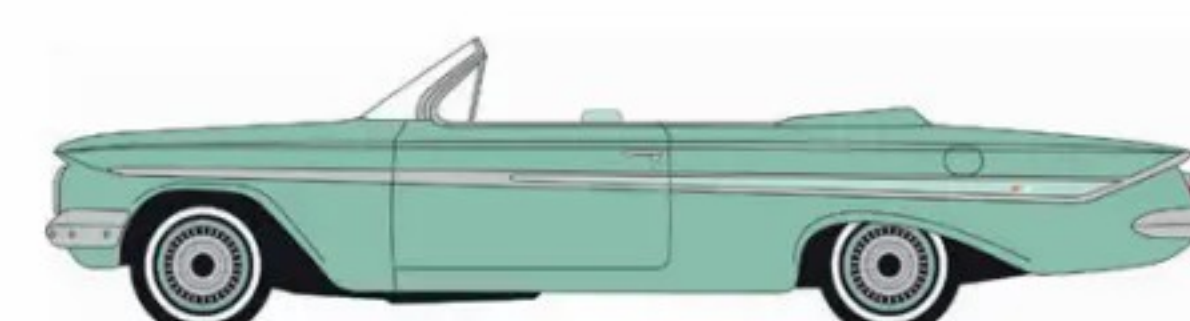
1968 Buick Electra 225 Ivory Gold Mist/Black
REF: 87BE68001 WHEN: Q2/25 PRICE: £10.95



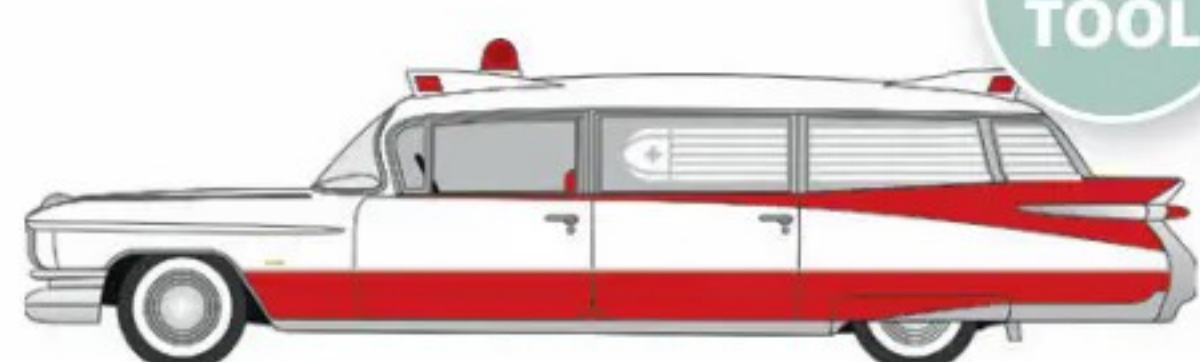
Chrysler 300G Convertible (Open) Sheffield Silver
REF: 87CC61007 WHEN: Q1/2025 PRICE: £9.95



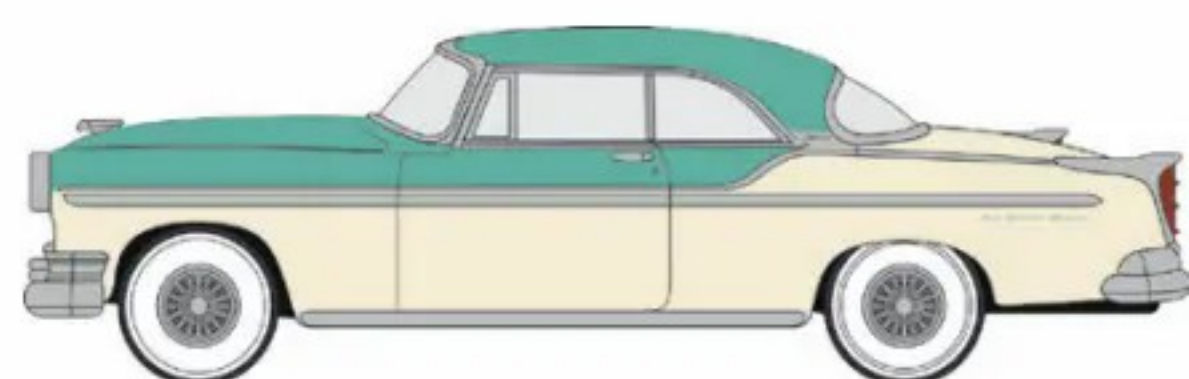
1962 Chevrolet Corvair Greenbrier Amblerwagon Ambulance
REF: 87CG61002 WHEN: Q2/2025 PRICE: £11.95



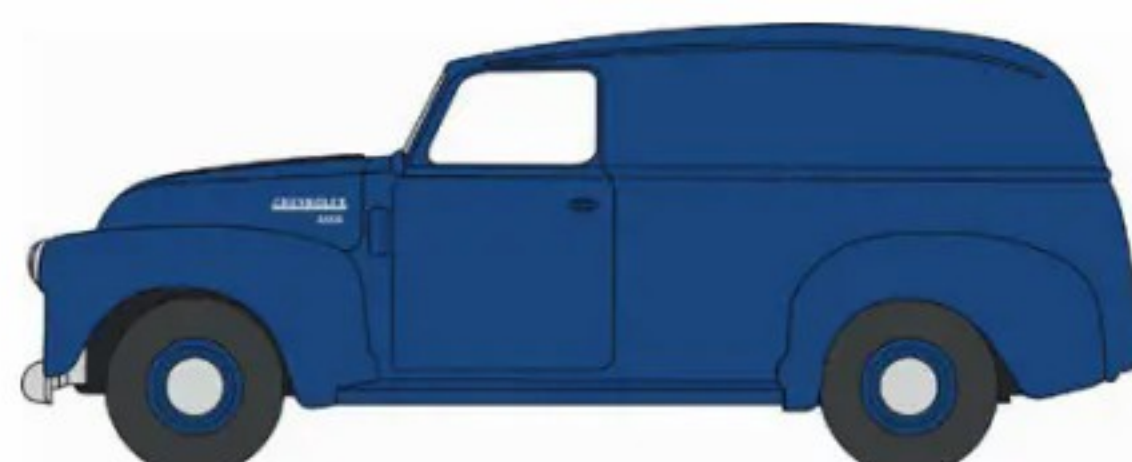
1961 Chevrolet Impala Convertible Arbor Green
REF: 87CI61007 WHEN: Q1/2025 PRICE: £10.95



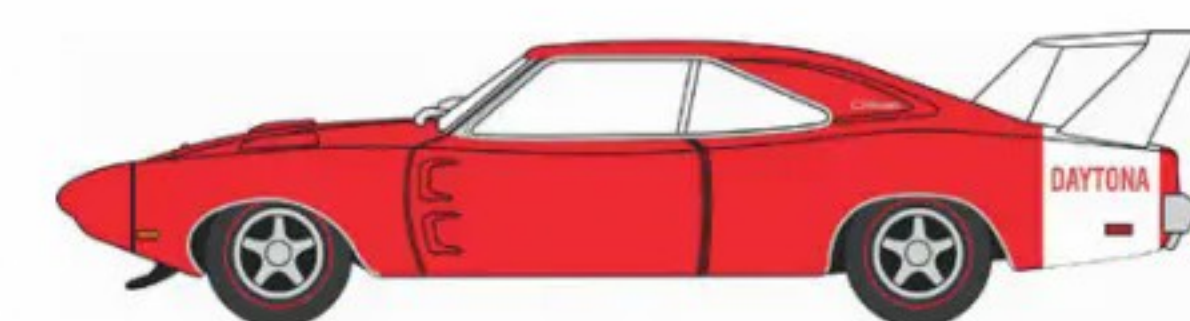
1959 Cadillac Miller-Meteor Ambulance
REF: 87CM59001 WHEN: Q2/25 PRICE: £11.95



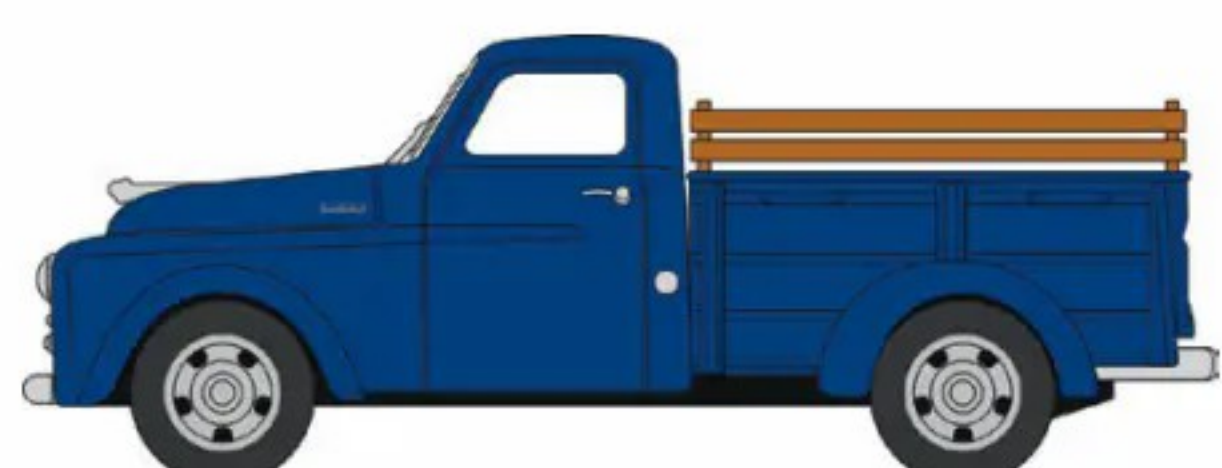
Chrysler New Yorker Deluxe Coupe St. Regis 1955 Jade Green/Platinum
REF: 87CNY55004 WHEN: Q1/25 PRICE: £9.95



950 Chevrolet Panel Van Mariner Blue
REF: 87CV50006 WHEN: 1Q1/25 PRICE: £10.95



1969 Dodge Charger Daytona Charger Red
REF: 87DD69005 WHEN: Q1/2025 PRICE: £10.95



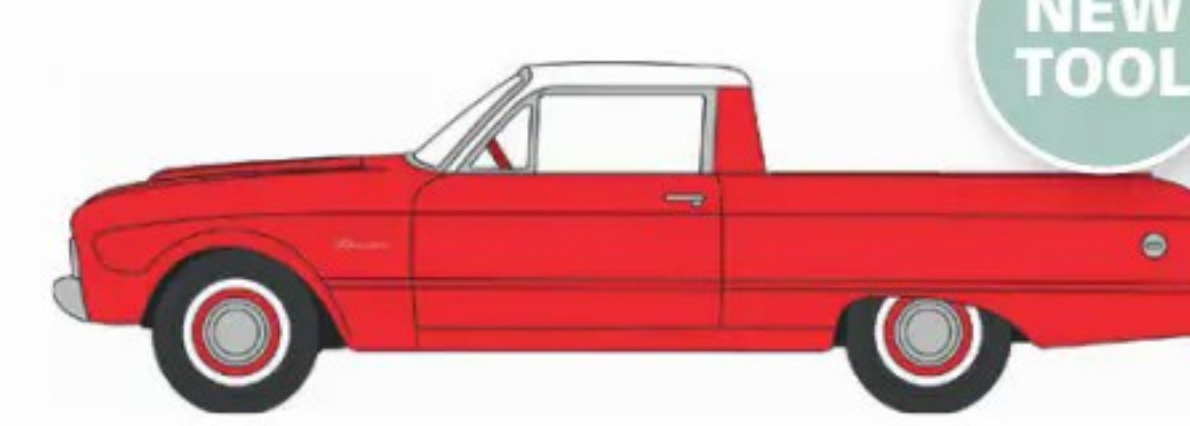
Dodge B1B Pick Up 1948 Waterway Blue
REF: 87DP48006 WHEN: Q1/2025 PRICE: £9.95



1957 Dodge D100 Sweptside Pick Up Ice Blue/Glacier White
REF: 87DP57005 WHEN: Q1/2025 PRICE: £10.95



Desoto Suburban 1946/8 (Canoe) Royal Maroon
REF: 87DS46007 WHEN: Q1/2025 PRICE: £9.95



1960 Ford Falcon Ranchero Monte Carlo Red/Corinthian White
REF: 87FA60001 WHEN: Q2/2025 PRICE: £10.95



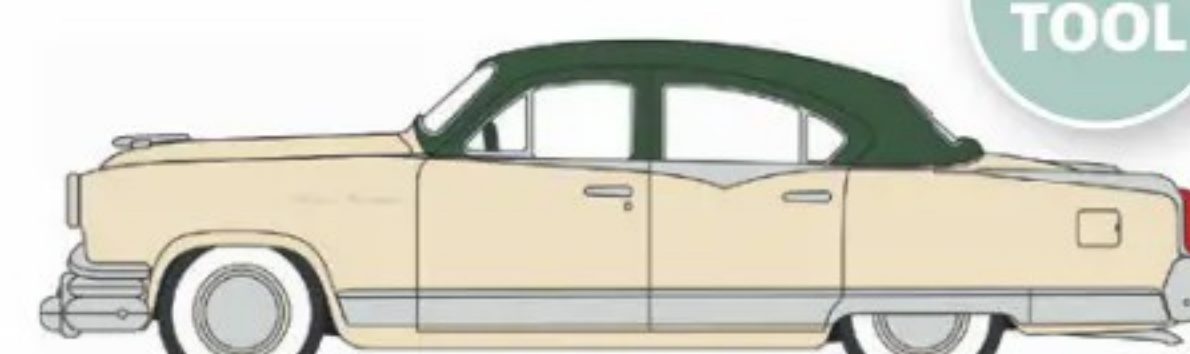
1964 Ford Country Station Wagon Squire Vintage Burgundy
REF: 87FC64003 WHEN: Q2/25 PRICE: £10.95



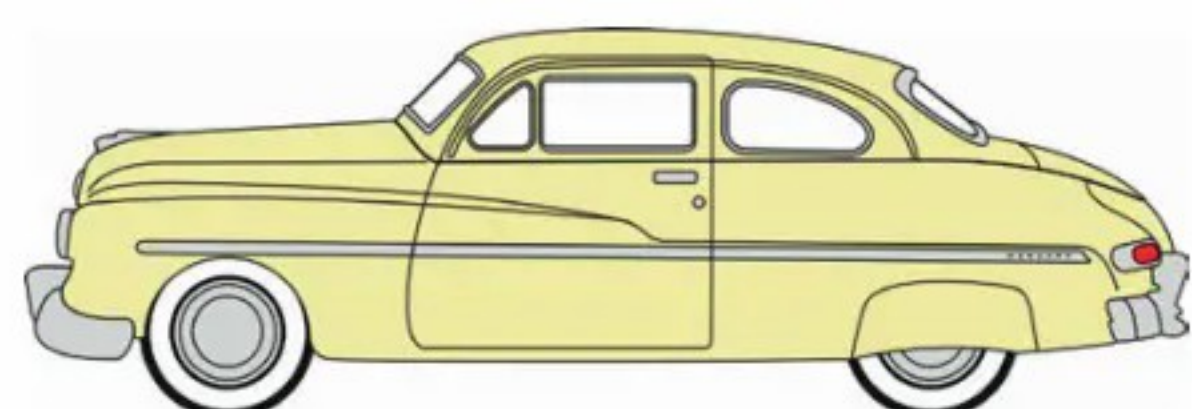
1960 Ford Fairlane Sedan Massachusetts State Police Radar Car
REF: 87FF60002 WHEN: Q1/25 PRICE: £11.95



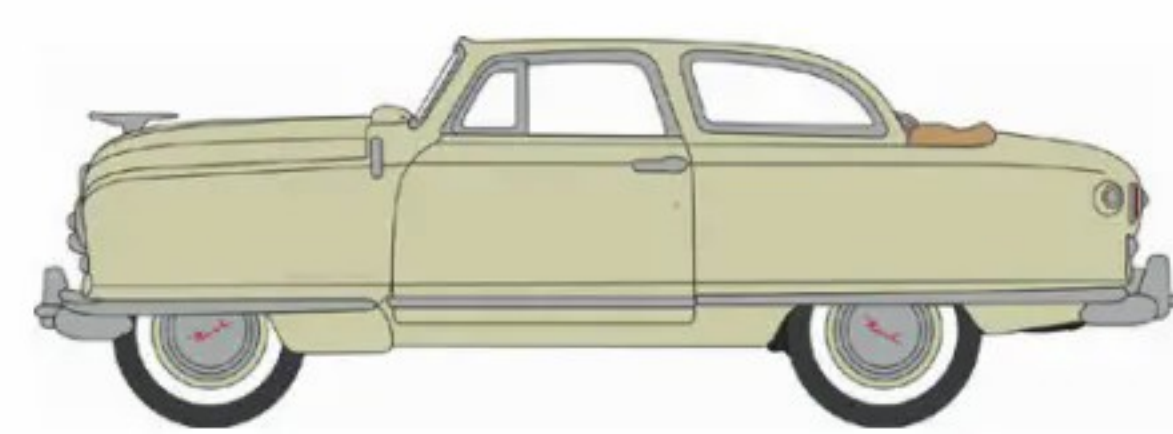
1960 Ford Fairline Sedan NYC Taxi
REF: 87FF60003 WHEN: Q2/2025 PRICE: £10.95



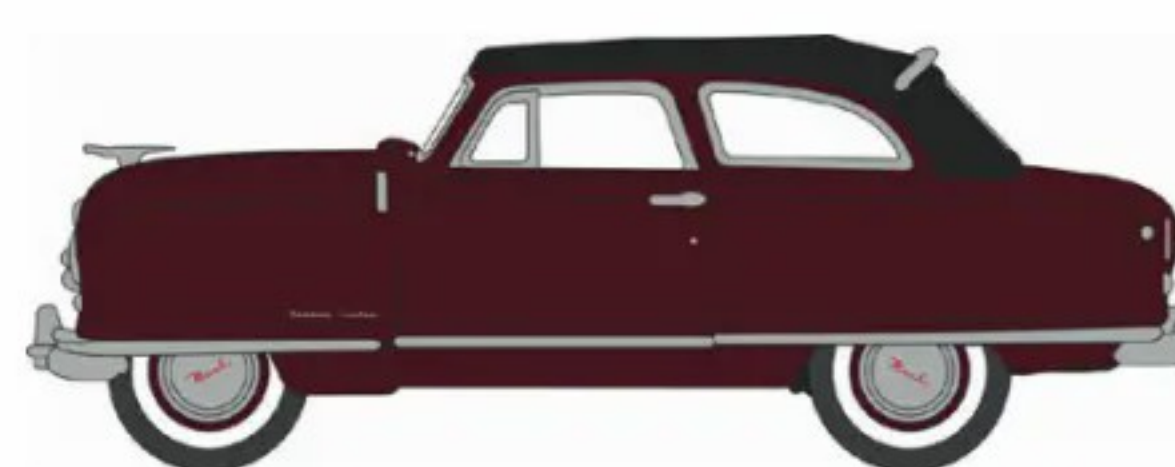
1953 Kaiser Manhattan Ivory/Jade Green
REF: 87KM53001 WHEN: Q2/2025 PRICE: £10.95



1949 Mercury 8 Coupe Calabash Yellow
REF: 87ME49011 WHEN: Q1/25 PRICE: £10.95



1950 Nash Rambler Custom Landau Convertible Open Champagne Ivory
REF: 87NR50002 WHEN: Q1/25 PRICE: £10.95



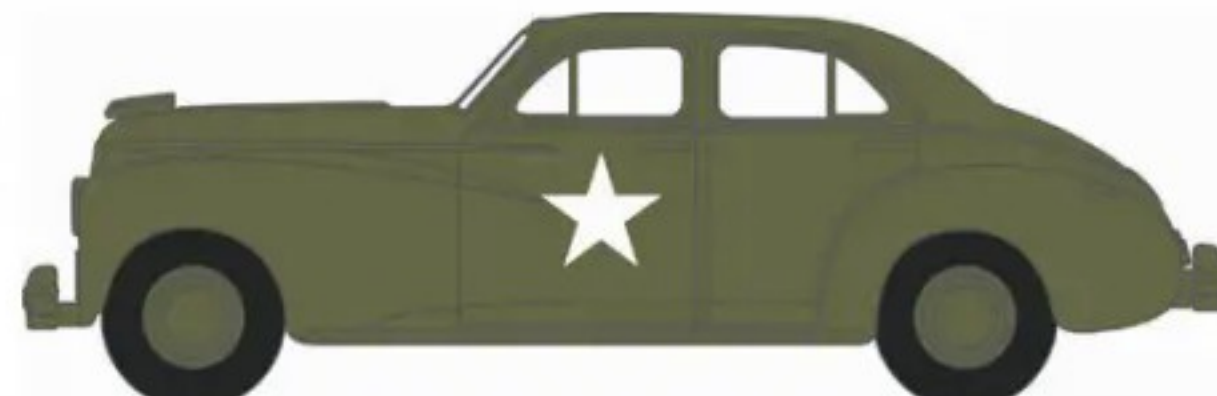
1950 Nash Rambler Custom Landau Convertible (Closed) Sunset Maroon
REF: 87NR50003 WHEN: Q2/2025 PRICE: £10.95



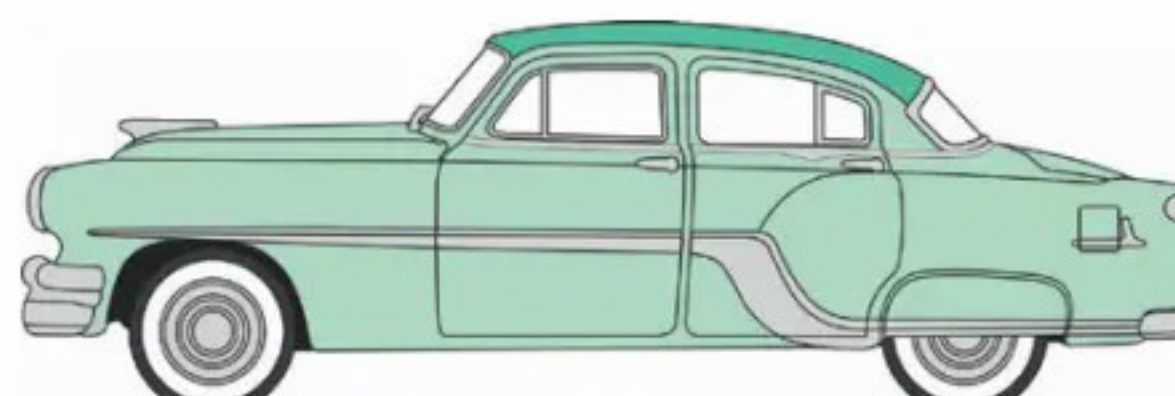
1965 Plymouth Barracuda Medium Red
REF: 87PB65002 WHEN: Q1/2025 PRICE: £10.95



Plymouth Barracuda 1965 Black/Gold
REF: 87PB65004 WHEN: Q1/2025 PRICE: £9.95



1942 Packard Clipper Touring Sedan US Army Staff Car
REF: 87PC42002 WHEN: Q1/2025 PRICE: £10.95



1954 Pontiac Chieftain 4 Door Shannon Green/Brookmere Green
REF: 87PC54005 WHEN: Q2/25 PRICE: £10.95



1950 Studebaker Champion Starlight Coupe Aqua Green
REF: 87SC50002 WHEN: Q2/2025 PRICE: £10.95

TOP VINTAGE MODEL

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



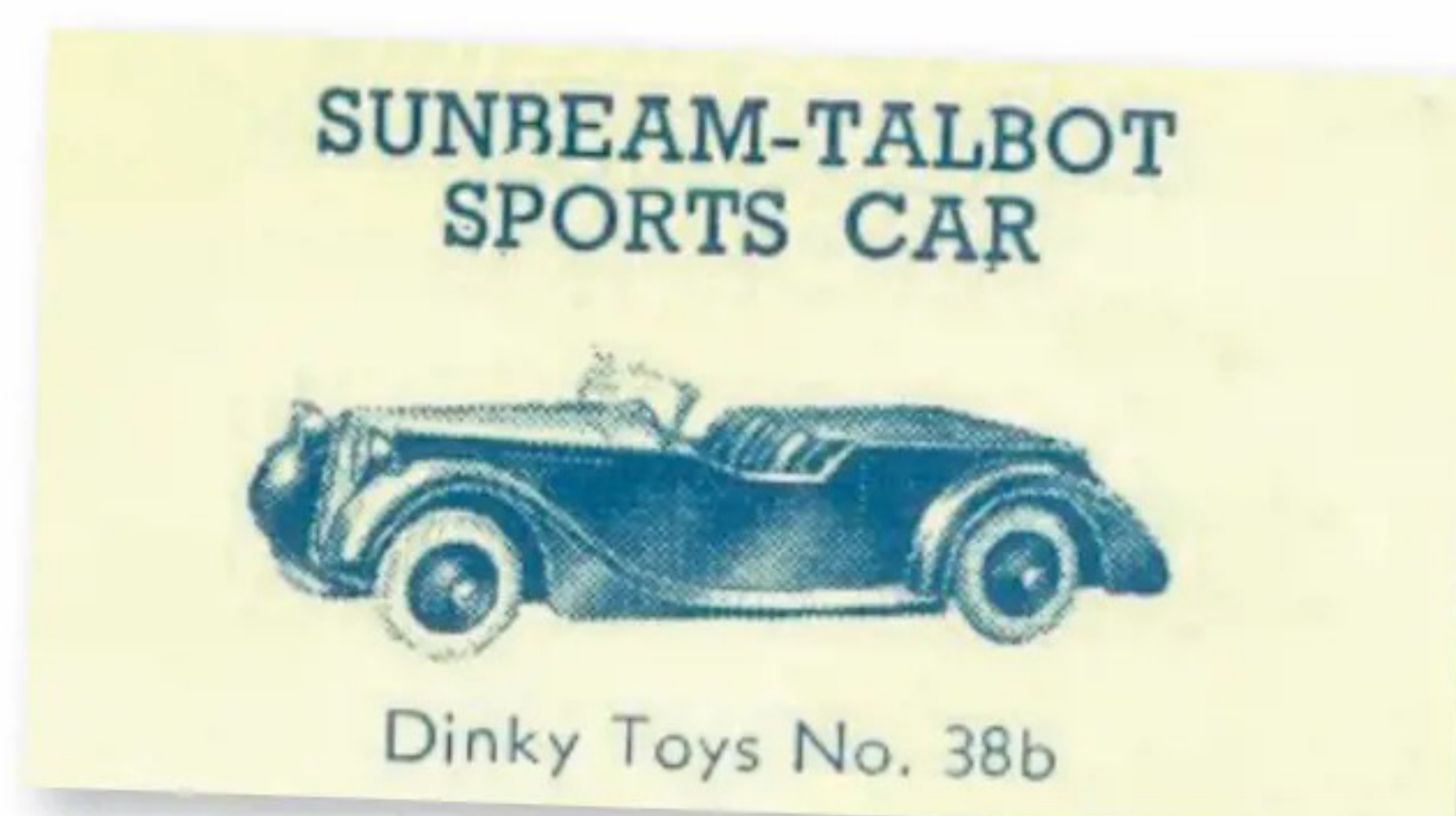
Dinky Toys Sunbeam-Talbot Sports Cars No.38b in red, blue and yellow being the first models and a later red one with red wheels.

Sunbeam-Talbot Sports Car

In my days of childhood, the majority of cars were saloons and easily identifiable as Austins, Fords, Hillmans and others in austere black, grey or other sombre colours. Every so often I would see a coupe which was interesting as something different. However, the ultimate was to see a sports car such as a Sunbeam, Alvis or even a Jaguar. These were the exciting cars of the day! A number of these sports cars were also produced by toy manufacturers including Dinky Toys.

A Dinky Toys model of the Sunbeam-Talbot Sports Car (No.38b) was first seen in the *Meccano Magazine* advert of June 1940. The advert describes it as follows 'A scale model of one of the finest equipped sports cars on the road. Fitted with rubber tyres. Price 1/3 each'. Following on from this advert, the adverts for Dinky Toys in the *Meccano Magazine* for the coming years were much reduced due to the war time restrictions at the time.

The first models were in red with a grey tonneau and they had black wheels. After the war the red continued and there was also a light blue version with a grey tonneau and black wheels. There was also a yellow model with either a green or beige tonneau and



ABOVE Dinky Toys Catalogue of 1940 illustrating the Sunbeam-Talbot Sports Car.

again black wheels. Others came in maroon or dark blue each with grey tonneaus. Some models had the seats also in colours matching the colour of the body. Coloured wheels were fitted to the later post-war models. The first models had solid steering wheels followed by the open spoke type. The early models also had smooth black wheels and some had white tyres and there were some models with lacquered bases. They were sold in brown or yellow card

The Dinky Toys Collectors' Association

These early Dinky Toys sports cars provide great interest to collectors and often appear in the DTCA Journal with additional information. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com

Trade Boxes of six models and the number designation for the model used the capital B letter.

The model appears in the Dinky Toys catalogue of 1940 and in the later ones of 1951 and 52. The adverts for Dinky Toys Sports Cars in the *Meccano Magazine* did not show the Sunbeam-Talbot after 1948. It does seem that the model was deleted around this time, but definitely by 1950. Following this it was re-issued in 1954 with the number 101 for export. A 1955 American Dinky Toys catalogue illustrates the model.

The real Sunbeam cars had racing and speed trial successes from the early 1900s and in 1926 a Sunbeam achieved 150mph. Fame also came through the success of Sir Henry Seagrave and his world speed record attempts, including the first cars to exceed 200mph as they were also the first to cover 100 miles in one hour. The cars were manufactured in North Kensington, London but then after the war the plant moved to Ryton near Coventry. It had also been part of the Rootes Group since the mid-1930s. The Sunbeam-Talbot name continued to be used for the cars of the 1950s and these continued the racing successes of the company at Jabbeke in Belgium. ■

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Renault's handyman

Jean Ragnotti had one of the most varied careers in motorsport. **Francisco Mota** closes the French driver's 1/43 biography with some of the most significant cars he drove. Photos: João Carlos Oliveira

MAIN IMAGE
From left to right, three very different Renault rally cars that Jean drove: 1990 R5 GT Turbo (Spark), 1984 R5 Turbo and 1996 Megane Maxi (Altaya).

The French driver, Jean Ragnotti, signed his first contract as a professional motorsport driver with Opel, where the job was to drive rally cars for the German brand when necessary. He obviously did well as the major car manufacturer in his country, Renault, hired him as a racing driver in the 1970s. This time, he had to drive a variety of cars from different classes and different disciplines. His mission would include test sessions and development, as well as competition driving. He would be a kind of “handyman” at the wheel, ready to drive anything Renault decided to build for motorsport. From production derived rally and track cars, to Le Mans prototypes or even Formula 1, Ragnotti did it all for decades.

In Part 1 (*Diecast Collector*, February 2025) of this story, we looked at the first part of Jean's driving career, starting in the late 1960s, until the end of the 1980s. This was when Renault released the mid-engined Renault 5 Turbo, a car that would become a large part of Ragnotti's career. He was obviously involved in that car's development until it was officially launched, first in the street version and after that the consecutive rally

versions, until the 5 Maxi Turbo, the Group B machine.

Let's go back to the early 1980s. Renault was involved in the two most important four-wheel championships: Formula 1 and World Rally Championship. Both teams were supported by the manufacturer and there was no big sponsor to speak of, neither in Formula 1 nor in WRC. Obviously, top level management did the maths and reached the conclusion there was too much money involved and one of the operations had to be scaled down. Formula 1 was chosen as a priority for Renault, with WRC relegated to a secondary role.

THEY DID NOT RETIRE

Renault recognised the value of rallying, a very popular discipline at the time and one that had a direct link to production cars. So, they decided not to leave the forest roads entirely, and kept a small rally team ready to enter a few selected WRC events from 1981.

The R5 Turbo was now ready to challenge the best cars in WRC, starting in the Monte Carlo, the first event of the season. The little Renault with a powerful turbo engine had to race against cars like the Opel Ascona 400, Talbot Sunbeam Lotus, Ford Escort RS,



ABOVE Ragnotti drove the R5 Turbo both on track and road. Here's a pair of resincasts by Spark: left is the 1981 Cup car and on the right the 1984 Tour de France winner.



ABOVE Here we can see some of the differences between the Cup and rally car, not only in some shapes but also in several details.

Fiat 131 Abarth, Porsche 911 and the first generation Audi Quattro, among others. Jean Ragnotti was not impressed and gave the R5 Turbo its first WRC win.

There are several 1/43 scale models replicating this historical win, the first all French (car, tyres, driver and co-driver) victory since 1973. We choose the latest release, made by Spark as a resincast. It features the early style front bumper, with a very small lower splitter and four big spotlights, featuring the white plastic covers with the Cibié branding, plus a pair of yellow rectangular spotlights. It also features two roof aerials, one at the middle and a tilted one that looks much like a standard radio antenna. Unfortunately, they are both too short, due to the small height of Spark's regular acrylic cases.

Renault had a tradition of organizing one make series and so they pursued with the R5 Turbo. Ragnotti entered a few races in 1981, with a blue car sponsored by Elf, the national petrol company. Compared to the 1981 Monte Carlo winner, this Spark release features different style Gotti wheels, no aerials, no spotlights, standard style rear view mirrors and a metallic plate under the rear bumper. Inside the cabin, there are a pair of seats, even if only one was used for this track series. The livery uses the colours of the French flag to great effect, particularly on the bumpers.



ABOVE Wider rear track needed to accommodate mid-engine and air scoops.



ABOVE An iconic view in the 1980's rally scene, the R5 Turbo was small but aggressive.

BELOW Two versions of the same R5 Turbo; on the left, the 1982 Tour De Corse winner, face to face with the 1981 Monte Carlo, race winner.

R5 TURBO AND GROUP B

Even if the Group B was now full steam ahead, Renault kept the R5 Turbo almost unchanged for the 1982 season. Ragnotti was entered in very few events, however, that did not prevent him from winning another one. This time he was the first at the finish of the 1982 Tour de Corse Rally de France. Spark did not have to change much of the Monte Carlo winner scale model. The livery is similar, only with fewer stickers on the doors and different rally plates, race number 7 and license plates. There's only one central aerial on the roof and, at the front, a single pair of round spotlights and a pair of rectangular ones, with Cibié covers. Wheels have the same Minilite design, although they are painted a darker shade of grey. Inside the cabin, both racing seats are black, contrary to the Monte Carlo's which features a red one, for the driver and a blue one, for the co-driver. From the back view, we can see the exhaust is larger in the 1982 car and was moved from the right to the left. This was a sign there were mechanical changes in this evolution of the R5 Turbo.

Jean would win another major event with a R5 Turbo, the 1984 Tour de France rally. The car was a new evolution, now officially called the Tour de Corse. For this one, Spark had to do a few more changes. The front bumper featured smaller and





ABOVE From left, 1987 R5 French Super Production Series, 1985 Alpine GTA one make series and 1984 R5 Alpine Turbo Cup. All produced by Spark.



ABOVE The Super Production car was an evolution of R5 Turbo, GTA was very close to the standard car and R5 Alpine Turbo was a modified road car.

vertical positioned indicators and two big spotlights inserted. There's also a deeper splitter, bigger wheels with a different design and painted white and, in this TDF model, there are mud flaps behind each wheel. The rear bumper also features some minor detail changes. Again, the roof aerial is too short. Livery also received some changes with more white surfaces and less black. The car featured rally number 3.

The regular R5 kept being used in competition, namely in track racing. The front engine R5 Alpine Turbo was a respectable hot hatch in street version, more so when prepared for competition. We have a 1984 example released by Spark with some interesting features. The car has race number 6 and is painted red, orange and black, the Calberson typical livery co-sponsored by Elf. Compared with the street car this coupé version has semi-covered rear wheels, a small roof wing and a very deep front bumper. The front grille is also taller, while the wheels and tyres are wider. It looks quite dramatic for such a small car.

ONE MAKE SERIES

The following year, 1985, Renault Cup changed to the then new Alpine GTA, a rear engine sports coupé inspired by the older A310, however with much better styling. The race version has special white rims and not much more is changed from the street car. The rear hatch window allows a great look to the rear engine, nicely reproduced by Spark.

In the same season, Jean drove the ultimate R5 Turbo for the first time in the WRC; the R5 Turbo Maxi developed under Group B regulations, as much as the base car would allow. It looks great in that iconic blue and red Philips livery. Skid did a great job with this diecast. The general shape resembles the previous R5 Turbo Tour de Corse, however, all the body panels look different. Wider, with a big roof wing that connects to a pair of deflectors, each side of the windscreen and wider front wheel arches, it

shows Renault spent some time in the wind tunnel. Unlike most of the other Group B cars, that had separated light pods that would be put in place only for night stages, the R5 Turbo Maxi has all six spotlights integrated in the front bumper giving it a menacing look. Wheels are multi-stroke affairs and there is a different type rear hatch. For a diecast made decades ago, this one resisted the test of time.

When Group B was abolished at the end of 1986, for the following season manufacturers were limited to Group N and Group A regulations, respectively, almost standard cars and lightly modified cars. Renault started the 1987 WRC season with a group A version of R11 Turbo hot hatch. Not much was allowed to change on the outside, only small details, like extra windscreen and front hood latches, extra spotlights and wheel size and styling. Still, the R11 as driven by Jean in Rally Portugal still looks purposeful. Keeping the traditional white, yellow and black Renault Sport colours, with a new design, made the job. Ragnotti was racing against the mighty Lancia Delta HF 4WD, but he still managed a second place overall with his front wheel drive R11 Turbo.



ABOVE R5 Maxi Turbo group B car won only once in the WRC, in the 1985 Tour De Corse rally. Model is a diecast by Skid.



ABOVE Alpine GTA's engine is visible through the rear window and is a nice piece of modelling.



ABOVE R5 Alpine Turbo features semi enclosed rear wheels, for aerodynamic purposes.



ABOVE Roof spoiler an addition for the French Super Production R5.



ABOVE R5 Maxi Turbo's body had a completely different body from the first R5 Turbo.



ABOVE Spotlights are completely integrated in the front bumper, contrary to what could be seen in other Group B cars.



ABOVE Excellent detailed headlamps, front grille and tyres, in Spark's R11 Turbo.



ABOVE The spare wheel visible looking inside the R5 GT Turbo's rear window.



ABOVE Ragnotti was as able driving a Group A R11 Turbo (left) as a close to standard Group N R5 GT Turbo. Both models seen here are resincasts.

In the same 1987 season, Renault developed a new version of the R5 Turbo, now called 5 Super, to race in the French Super Touring championship. The shape, modelled by Spark, differs from the rally version mainly in the front bumpers that resembles a little more the new generation R5 Super road car. Front wheel arches are also a different shape and there's a large roof wing. Wheel size is much bigger than in the rally R5 Turbo. The Philips livery uses blue as a base colour and red for the bumpers, sills and stripes in the sides. The 55 was Ragnotti's race number in a team of three that Spark has modelled.

Renault also explored the Group N regulations with the second generation R5, the R5 GT Turbo. Ragnotti was also involved in whatever fine-tuning this almost standard version was allowed to receive and he also drove it in the WRC a few times. One of those was in the 1990 Tour de Corse Rallye de France, where he did not finish due to an engine problem. Spark has a few R5 GT Turbo in its back catalogue, apart from different liveries they look substantially the same. That does not mean they do not look very good. The shape is perfectly reproduced and all the details in the real car can be found in this scale model. Front grille and bumper have all the slots painted black and the headlamps look realistic. The standard five spoke wheels are also very well rendered and the livery has all the needed stickers.

By the mid-1990s, regulations changed again with the introduction of an intermediate class for front-wheel drive "maxi" cars. They were allowed many more changes compared with the base car. Much

wider suspensions, 2.0 litre non-turbo engines capable of much higher RPM and much more. They were also light and in the right conditions, like dry tarmac and twisty roads, these cars were able to challenge the four-wheel drive Group A leading category. In 1995, Renault developed such a car based in the first generation Clio, the Clio Maxi. Ragnotti was getting near the end of his career but that was no obstacle to him. This class of cars suited Jean's driving style perfectly, as we can see if searching the internet. Altaya produced the Clio Maxi Ragnotti drove to seventh place overall in the 1995 Monte Carlo. For an inexpensive diecast, it looks great. It should come as no surprise, because it was produced by Ixo. Super wide tracks with big wheels lead to enlarged wheel arches and big bumpers. The view from the rear looks aggressive, with its roof wing. Open windows give a great view inside the cabin, complete with most of the details needed in a rally car.

The following year, Renault changed the formula to the Megane Coupe Maxi and it looked even better with its fastback rear and lowered rear wing. The new Diac livery changed from grey to French blue with yellow, white and red areas. White multi-spoke wheels look perfect and the cabin shows the same level of detail Altaya by Ixo used for the Clio Maxi.

At 51 years of age, Ragnotti decided to reduce his motorsport activities, but he never really retired. Until recently, he still participated in road shows and other Renault led events, showing his spectacular driving style. ■



ABOVE Clio Maxi had a roof wing to increase downforce, model by Altaya.



ABOVE Megane Maxi has the driver's window open, so we can see all the details inside the cabin.



ABOVE Wide bodies were typical of the "Maxi" era in rallying. Models by Altaya/Ixo.

ABOVE Clio and Megane Maxi were some of the last rally cars Ragnotti drove as a works Renault driver.



The MGB

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

I've always been a bit of a fan of the MGB, particularly in chrome bumper form. One of my first 'collectors' models was the blue MGB GT from the Matchbox Dinky Collection launched back in 1988, which I still rate as one of my favourite models. I recently acquired, at a very good price, a pale-yellow convertible MGB from the Matchbox Collectibles range. I thought this would be a fun comparison with the earlier Blue GT until I realised the castings were not at all related. I then stumbled across the tiny 1/148 Oxford in my local model shop, thinking it was a good match with the Matchbox I bought it. I had a hunch that Oxford might make a larger 1/76 version too as many of their releases are duplicated across both scales. After a little searching on their website, I found that Oxford Diecast also made a 1/76 MGB convertible, also in Primrose Yellow, and so the hunt was on.

When sat together, these three look adorable. As this is a *Little and Large* feature, we need to take closer look at each model in turn. As mentioned, the Matchbox is a totally different casting to the MGB GT from 1988. This one comes from Matchbox's period of selling models by mail order only and possibly uses tooling from Vitesse, as was common for many of their 1/43 cars during this mail order period. I reckon it's a good casting too, despite its age. The cast-in details are good and crisp and it is leaps ahead of the original Matchbox Dinky MGB. While my example is a little tired in

places, it is missing the small boot mounted MG badge, it still displays well. There are some neat touches with things like the front grille, which looks like a separate metal part. I do like the MG badge on the grille too, a really crisp touch. All the lights are separate clear/coloured plastic parts. Even the tiny front sidelight and indicator unit. The door handles, boot lock and rear mounted fuel filler cap are also all separate chromed parts. Even the spoked wheels, often difficult to replicate effectively in small scale models look good. The only omission is the reversing lights. The small, square lights were introduced in 1967 and this model wears an 'L' registration making it a 1972 model.

Inside, the seats look good enough to sit on. Behind the accurate steering wheel are tiny silver rimmed dials and all the switches and knobs on the dashboard are moulded into the plastic dash and have a tiny silver dot on them, which lifts the otherwise black interior. A tall silver gear lever and separate hand brake complete the details. It's a shame the model comes with the hood in the closed position and unlike the more modern Vanguards MGB, this hood isn't removable.

The two smaller Oxford Diecast models are well up to the standards we have come to expect from them. The larger of the two is well proportioned and captures the shape of the chrome-bumpered MBG. Naturally in this scale, the grille and bumpers are moulded as part of the body but carefully picked out in silver. The grille even has a miniscule red MG

ABOVE Left to right: 1/43 Matchbox Dinky, 1/76 and 1/148 both from Oxford Diecast.



ABOVE You'd be hard pressed to tell this view was of the 1/76 MGB; only the moulded bumpers are a real giveaway.



ABOVE Despite my example missing the boot mounted MG badge, the rear of the MGB is well captured.

RIGHT The side profile of all three captures the distinctive shape of the MGB well.



RIGHT The underside of the Matchbox Dinky MGB is a delight with a wealth of detail with the gearbox, exhaust, fuel tank and rear leaf springs all picked out in silver.



ABOVE The level of detail inside the Oxford Diecast 1/76 is impressive for the size.



A indication of the size of the three MGBs. The tiny 1/148 is a real charmer at just over an inch long.



Despite there being three different shade variations of the same colour, this trio look most delightful. There are much larger 1/18 MGB roadsters also in primrose yellow that could be included here but I don't currently have either in my collection.

badge. Round the back, the MG octagonal badge is clear, as are the painted rear lights. And although there is no front number plate, the rear shows an 'E' registration, making it a 1967 model so fittingly has the reversing lights picked out in silver. The wheels are not the best, even at this scale, not really looking like the wire spokes you would expect an MGB from 1967 to wear.

At least with the hood down, it is possible to get a good view of the interior. Just like the larger Matchbox, it is all black. A reasonable attempt at dashboard detail is there, along with a gear stick. The saving grace is the correct steering wheel which looks really neat.

Even the harshest critic has to admire the amount of detail Oxford manage to add to their tiny 1/148 models. They give almost nothing away in terms of details to their bigger brothers and this MGB is no exception. All the comments about the 1/76 details apply here; even down to the odd-looking wheels. Ok, so the front grille badge is possibly missing (certainly my eyes couldn't make one out!) but it does have a front number plate. The interior is a simpler version of the 1/76 mould, with just a generic three spoke steering wheel. The windscreen surround looks out of proportion at this scale; looking far too thick but I don't imagine there would be a better solution to this without making the screen a thinner separate part and far too fragile.

Worthy of a brief mention are the two larger 1/18 MGB roadsters that have previously been produced by Corgi and Kyosho. The Kyosho looks particularly impressive but commands a price premium over the Corgi. As neither are in my collection (space limits which 1/18 I purchase) I felt it best to avoid too much detail of these.

What has struck me while writing this month's feature is just how common this 'little and large' idea is. Indeed, so much so that I find myself now actively looking for a larger or smaller version of a model that really catches my attention. I wonder how many readers have started noticing how many of these pairs or sets they own, or have since started to buy similar looking models in different scales. Long may the hunting continue! ■



Jaguar E-Type

In this article, **Alwyn Brice** gets high on E...

ABOVE Timeless design still stuns the world today; note the higher 2+2 roofline, which aided ingress.

BELOW Retailed in the (relatively) new-fangled blister, the E-Type would have stood out on any toyshop shelf.

I'm not going to bore you here with the history of the E-Type – there are already enough books out there in the marketplace on this truly iconic example of British automotive engineering.

Every classic car enthusiast will know that Malcolm Sayer's creation was displayed at the 1961 Geneva Motor Show and this evocation stunned the press and public in equal measure. It was a car like no other; and for many, with hindsight I suspect, it marked the apogee of Jaguar's heritage.

According to the statisticians, the Series 1 ended production in 1968, with some 33,200 examples of all

types produced. Initially running with a 3.8-litre engine, roadster, coupe and, in time, 2+2 body styles were all offered.

In my book, you simply cannot beat the first of any car series. Faired in headlamps added a degree of smoothness to the bonnet that would never be replicated once uncovered; the flat dashboard, with its flick switches, looked

functional and right; and those delicately curved indicator and brake light assemblies suited to car's front and rear flanks to a T. Sadly, later examples gained in weight, made use of a V-12 engine, often were fitted with automatic transmission and lost the beautiful lines of the early cars; but then they were invariably exported (notably to the US), where market demands differed.

But here, the E-Type back in the 1960s was every boy's dream car. However, if you had wanted to stand out from the crowd in that swinging decade, and you were possessed of sufficient funds, then transport with the Italian underpinnings of Bertone, Pininfarina, Gandini or Vignale would have been the order of the day. The E-Type, though, arguably trumped all those because here was a car that might be sighted any day of the week, with a little luck. It was identifiable (and, dare I say it, accessible) because of this. Mind you, with a release price at a smidgeon over £2,000, this wasn't a car for the masses: the average annual wage then fell just shy of £800...

IN MINIATURE

Just about every manufacturer of model diecast vehicles has seen fit to include the E-Type, in one guise or another, within its range. That's hardly surprising; this was, after all, the automobile (apocryphally) described by Enzo Ferrari as the most beautiful car in the world. So, if you are enamoured of this particular stylistic





LEFT Rear treatment was not neglected: note the tiny script on the hatch.

RIGHT Underside detail isn't comprehensive but does include this lovely exhaust system.



ABOVE A beautiful rump is what most other drivers would have seen passing them in the 1960s.



ABOVE Corgi didn't manage to cram all of this in, under the bonnet – but tried hard.



ABOVE The fabulous Jaguar straight six engine can be viewed in this shot.



ABOVE Where you want to be! This early (1966) car has the desirable unlabelled flick switches on the busy dashboard.



ABOVE The distinctive nose of the E-Type: Corgi simplified the bumpers slightly.

triumph, you are well catered for.

I had plenty of choice, therefore, in singling out a contender in small scale for this article. In the end, I plumped for Corgi. Why? That question is easily answered. Corgi had jumped on the Jaguar bandwagon at an early date, and released its E-Type drophead in 1962. This was a charming model, displaying thoughtful attention to detail and taken to the next level by the addition of a removable hardtop. Any purchaser effectively got two cars for the price of one. However, I've moved on a few years to 1968, which was when Corgi brought out the Jaguar 2+2.

Now, purists will tell you that the 2+2 is a bit of a compromise and cannot hold a candle to the two seater coupe. That's debatable – but Corgi's take on the "family E-Type" was, in hindsight, a good idea, since these days, if you do happen to spot an E-type, there's a sporting chance that it will be a 2+2, as these have become the most affordable E-Type derivative. Over 18,000 were made between 1968-1970 and they benefited from the uprated 4.2-litre engine. Ask any E-Type owner about their practicality and the answers will be unanimous: the 2+2, thanks to revised bodywork, is easier to get in and out of compared to the coupe.

So, how does the 1968 model shape up? The 2+2 model was available in red or metallic blue although to be fair, neither Corgi shade actually replicates the palette of the day, as used by Jaguar. However, to Corgi's credit, the model is stuffed with features that must have delighted any young recipient. Most notable is the huge, forward tilting bonnet (on the real thing bonnets were never simply attached: they required a lot of fettling before fit was deemed satisfactory). This tilts just far enough to reveal a detailed engine, finished in chrome, as was the case with so many of Corgi's engines of the period. It's all there, insofar as the

designers were constrained, and the iconic straight six, dual overhead camshaft engine certainly looks the part.

Aside from the bonnet there are opening doors which, again with forethought, actually include some wound-down window glass for added realism. Take a peek inside and you'll be rewarded by tipping seats (necessary for access to the rear); whilst the rear seats also slide forward to increase stowage space. The interior is not over detailed but is adequate in my book. Another bonus is the opening rear hatch, which was a distinctive feature of both coupe and 2+2 variants. As a final finishing touch, Corgi also saw fit to add imitation chrome script to the back of this hatch, announcing the car's 4.2 power unit.

Enough of the opening bits: shape-wise, the 2+2 looks a trifle stubby to my eyes, but that might be down to the paint, which is generously applied. You cannot really fault Corgi here, for its models needed to be reasonably well painted to stand up to youthful wear and tear. The wire wheels are a little bit of a compromise (in common with other Corgi models wearing them), but suffice for the model. The incorporation of bullet wing mirrors is a true period touch: any driver seeking to elevate his transport above the humdrum would have been tempted by them at the time. The underside exhaust system is also a delightful addition, though rarely on show, one suspects.

Downsides? Well, the painted headlights are a cop out (on the earlier 3.8 drophead they were beautifully done by comparison); and a touch of paint on the indicators wouldn't have gone amiss, as would have a streak of silver under the side windows. However, the next generation version (released in 1970) would acquire awful wheels, was bereft of opening doors and forwent some of the finer detail. Such is progress (or cost-cutting, depending on how you want to look at it).

All in all, though, the 1968 model ticks a lot of boxes; and it's not hard to find today, thanks to healthy sales at the time. ■

Starting a collection

Have you recently caught the collecting bug but don't want to spend a fortune? **Andrew Ralston** offers some suggestions.



ABOVE The arrival of the British Atlas Dinky Toys in 2013 made a big impact on the collecting market. The launch model was a Mini Traveller in dark green, offered at the artificially low price of £1.99 to arouse interest. Prices briefly soared on the secondary market, only to fall back to the £5 level.



ABOVE Hot Wheels are easily found in most supermarkets and bargain shops.



ABOVE The French Majorette range is also available in some British supermarkets.

Month by month, *Diecast Collector* reports record sums achieved for diecast toys at specialist auction houses. Invariably, the highest prices are paid for items in mint and boxed condition, and when something out of the ordinary surfaces – a Dinky Toy in a non-standard colour, for example, or a one-off Matchbox colour trial – then prices go sky high. This is all very well if you are a seasoned collector who knows what to look for and has the funds available. But what if you have other claims on your budget (like a family or a mortgage) and can't justify major expenditure on toys? And what about younger people who love cars and are just starting to collect miniature versions of their favourites?

Don't despair: one of the great advantages of the collecting hobby is that you can enter it at any level and there are plenty of interesting diecasts around that won't break the bank. In this article, we take a look at various models which are cheap to buy and fun to collect – and the good news is that many of them, for various reasons, are now considerably cheaper than they were a few years ago. Quite a few of the items pictured here cost between £1 and £5, and you might be surprised to learn how much choice exists even within that price range!

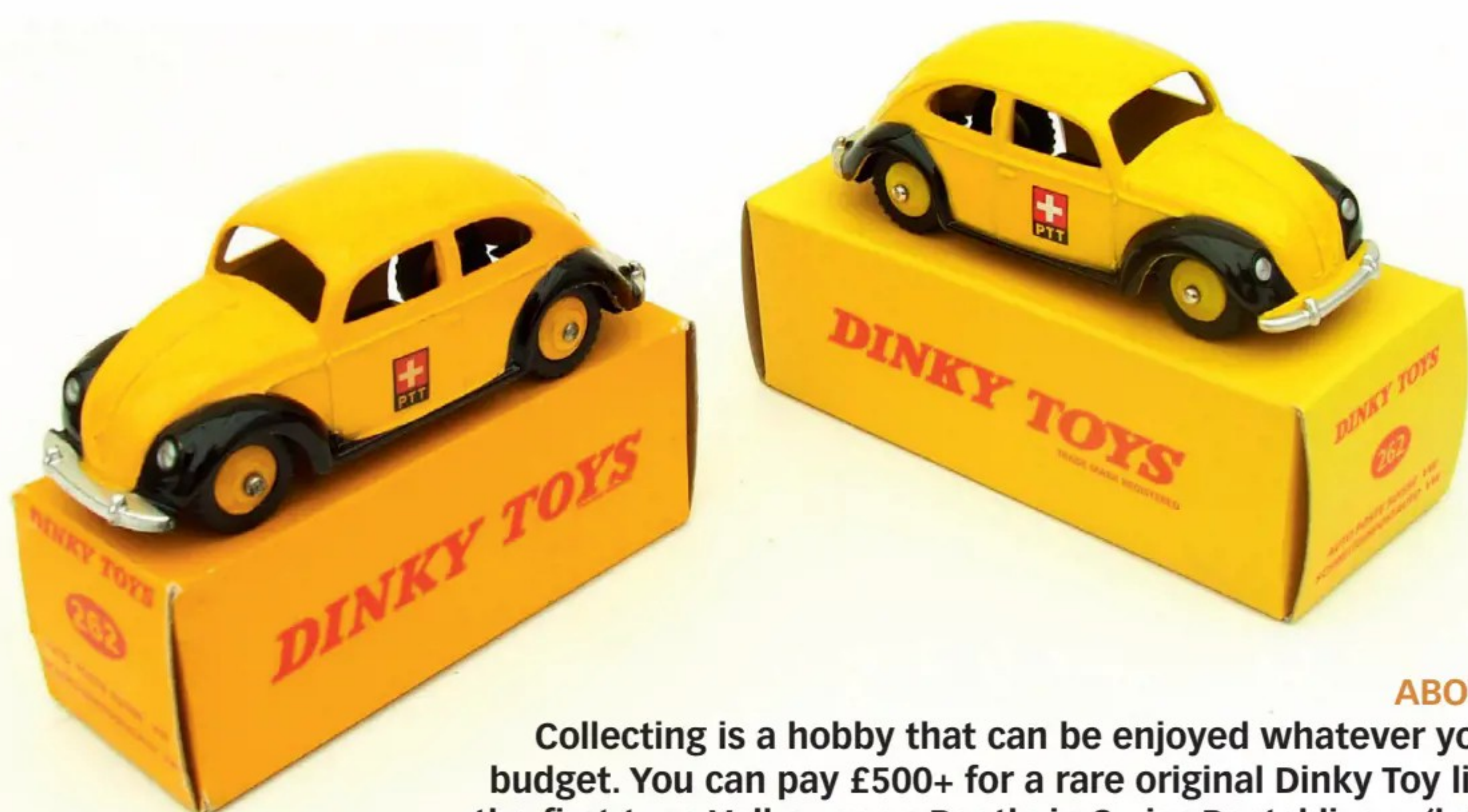
GETTING STARTED

You don't even have to go to a model shop or a toy fair to start a diecast collection; the hunt can begin in the aisles of your local supermarket where Hot Wheels will almost certainly be on sale. The company that makes them, Mattel, claims to have a following of some fifteen million 'avid collectors' worldwide. Ten percent of these are males in their fifties and sixties who are prepared to pay large sums for the early Hot Wheel products with

'redline' wheels made from 1968 onwards – in other words, serious collectors motivated by nostalgia for the toys they had in their youth. However, the other 90% are buying more recent issues, which are very widely distributed and sell for around £2. Obviously, production numbers are huge but some of these are bound to increase in desirability if kept in their sealed packaging – though it should be emphasised right from the start that the golden rule in collecting is to buy what you genuinely like rather than speculating on what you think might be valuable one day.

When Hot Wheels first came out, they were competing with the Matchbox series and Matchbox's management panicked when they saw how quickly Mattel's products were capturing children's imagination. This left Matchbox little alternative other than to spend millions on a hasty transformation of their range into 'Superfast' cars which had similar low-friction wheels to the Hot Wheels. So, it's a bit ironic that, after numerous changes of ownership over the years, Matchbox is today owned by – you guessed it – Mattel!

Both brands have loyal followings and developing the Hot Wheels and Matchbox ranges side by side means that, one way or another, Mattel can't lose. In recent years the USA has enjoyed much better access to Matchbox on retail shelves than we have in the UK but this is starting to change with Tesco in particular often selling a selection of Matchbox cars either individually or in packs of five. Sometimes these will be displayed on pegs in the toy aisle but quite often it seems that a trade box is simply put on the shelves and you can rummage through it to find the ones you want, adding a bit of anticipation to the process. A box will appear one day and will soon be raided by collectors, with the most attractive pieces being snapped up quickly. Recent Matchbox lines to look out for



ABOVE
Collecting is a hobby that can be enjoyed whatever your budget. You can pay £500+ for a rare original Dinky Toy like the first-type Volkswagen Beetle in Swiss Postal livery (left), or pay under £10 for a modern Atlas equivalent (right).



ABOVE Yesteryear Jaguar: worth buying even just for the diorama-style plinth.



ABOVE
First model in the 2010 Atlas 'Great British Buses' collection was this London Transport RTW in 1/76 scale. At a price of £1.99 it apparently attracted 90,000 orders within the first few days.



ABOVE
Advertising for Hachette's "Century of Cars" collection which brought together popular classic cars modelled by Solido and Corgi.



ABOVE
The original Dinky Supertoy Heinz van on a Guy Warrior chassis was a short-lived issue which now fetches four figure sums. For most collectors, the Atlas version will be a very acceptable substitute.

RIGHT
Citroen H vans are enduringly popular, as are models in Michelin colours, so this Days Gone issue is worth looking out for.

found in lines which have now become obsolete. We're all familiar with the well-known High Street bakery chain which runs 'outlet' branches where you can buy second day produce that's still perfectly acceptable but costs a fraction of yesterday's price. It's a bit like that in the diecast collecting market too. The business model used by most manufacturers in recent decades seems to have been to introduce large numbers of new releases in rapid succession, cashing in on the popularity of a range until sales peak and it goes out of fashion. This is what happened with the Matchbox Yesteryears and the Lledo Days Gone range when endless variations of vintage vans appeared until the market was saturated. Judging by recent swapmeets, the price of many Lledo models has now dropped to as low £1 apiece and while multiple liveries on Ford Model T and other vintage vans no longer seem to have much appeal, a careful look through the clearance boxes often found under the vendor's table might throw up some of the more interesting pieces such as the Morris Minor van, Morris Traveller or Austin 7 Mini.

The Matchbox Dinky Collection and the early Corgi Classics of the 1990s avoided the pitfalls of overproduction and for a time the old Dinky/Corgi rivalry of the 1960s was replayed, albeit with adult collectors rather than children as the target market. Buyers could choose between Corgi Classics, based on popular cars of the 1950s and 1960s, and Matchbox's attempt to exploit the nostalgic appeal of the Dinky name. While the pace of new releases was more tightly controlled than was the case with Yesteryears, stocks of the new-generation Dinky and Corgi models are still easy to find and obtainable for less than their original prices. This is also a result of people buying up 'limited editions' in the belief that they will one day be valuable. However, as all these items were purchased and stored in mint and boxed condition, the rate of survival is practically 100%, meaning that they're no scarcer now than they were twenty or thirty years ago.

EFE created a new collecting theme from 1989 onwards with their range of 1/76 scale buses, followed by the Corgi OOC (Original Omnibus) and the Oxford Omnibus ranges. All of these expanded rapidly and, for the first time in mass-produced diecast form, bus fans could enjoy collecting models in their favourite local and regional liveries. Model bus collecting is a hobby within a hobby and those who know their way around it are aware that some EFE and OOC models can fetch very high prices today; on the other hand, plenty of others can be picked up for a couple of pounds.



include the 2023 70th anniversary specials in silver and, for 2024, the 'European Streets Series' which contains modern cars like the quirky Citroen Ami electric city car and – of particular interest to UK collectors – a series of Minis from the classic 1960s Mini Cooper to the 2011 Countryman. Matchbox currently makes a big thing of the 'Moving Parts' range fitted with opening doors or bonnets – features common enough on diecast cars from the early sixties onwards, but not seen so often on modern diecasts which instead prioritise finish and detail to appeal to adult collectors.

Hot Wheels and Matchbox may be marketed simultaneously by Mattel but their style is completely different. If you like flashy performance and customised cars with flame decals and vibrant colours, you'll go for Hot Wheels, whereas Matchbox cars have a more straightforward and realistic finish. A welcome feature of Matchbox in recent years has been a deliberate policy of balancing classic and modern vehicles in the range, which means you can find a contemporary Tesla or a Lexus LX alongside a classic MGB GT or Morris Minor. In short, the Matchbox range offers what is surely the cheapest way of building up a collection of genuinely interesting vehicles.

Also, in this sector of budget cars suitable for both children and collectors is the French equivalent of Matchbox: Majorette. Distribution is patchier in the UK but some Asda supermarkets have these models in stock and, as with Matchbox, you'll find plenty of simple replicas of contemporary cars. Typical offerings from the 2024 'Street Car' series, for example, include the Renault Twingo, Fiat 500e, Suzuki Swift Sport and Ford Focus ST.

OUT OF FASHION – DOWN IN PRICE

A second fruitful source of bargain collectables can be



ABOVE
In 1987 Matchbox exploited the nostalgic appeal of the Dinky name to the full, but when Tyco bought over Matchbox five years later the range was discontinued.

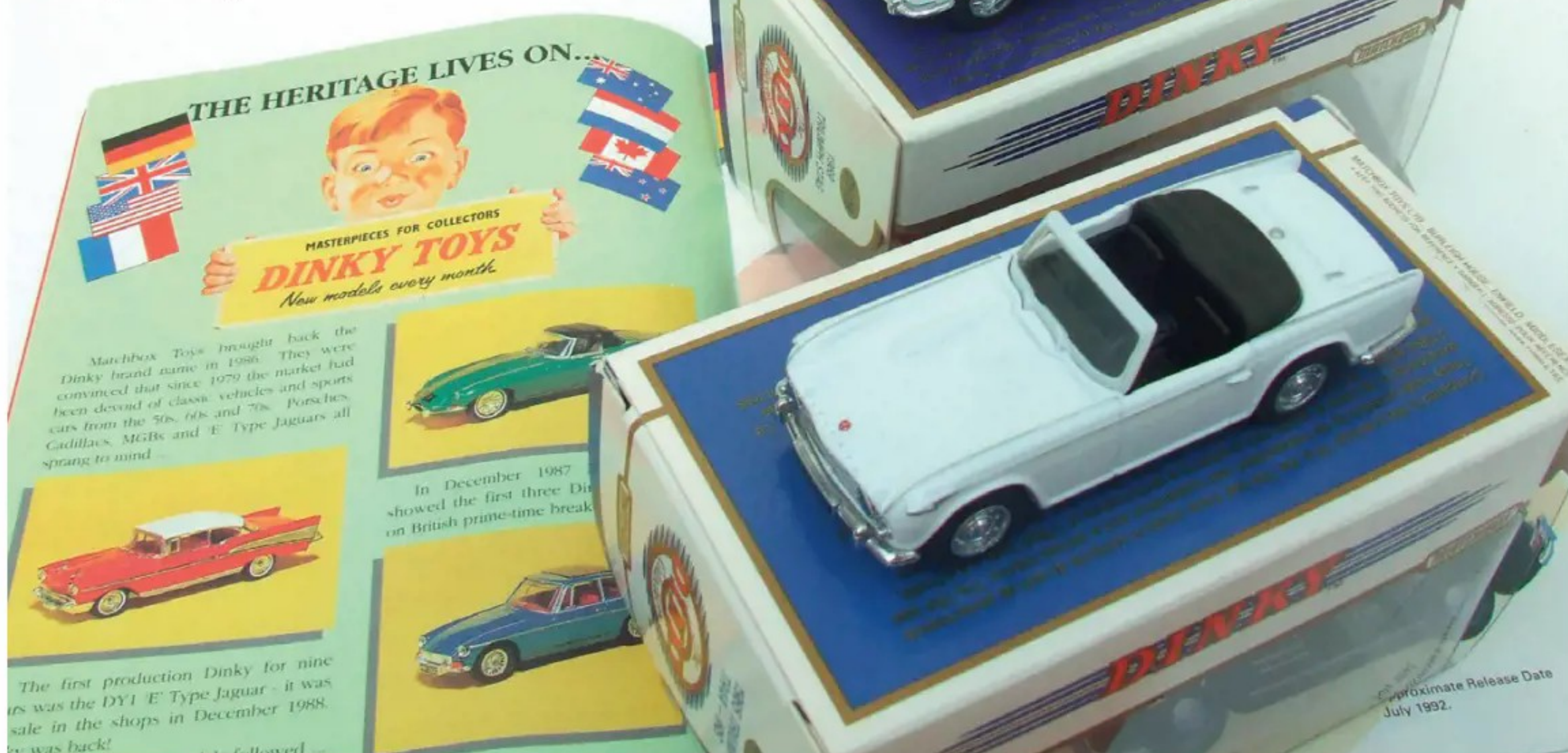


ABOVE
Found some years ago in a £1 store this Alfa Romeo in Monte Carlo Rally guise came from an Italian partwork series.



ABOVE
Triumph TR2 – one of the many 1950s Dinky Toys made in Norev's factory in China and distributed by Atlas.

How far the Matchbox Dinky Toys are to be considered as 'real' Dinkies or simply as a marketing exercise is a subject on which collectors hold varying opinions. Nevertheless, the range did include well-chosen subjects like the hitherto overlooked Triumph Stag.



ATLAS DINKY TOYS

A development that has now run its course is the Atlas Dinky Toys collection which started in France in 2008 with the launch of an exact replica of the Dinky Citroen DS19 at an artificially low price, the idea being to get collectors to sign up to collecting the full series which was sent out by mail order at regular intervals. This was very popular but UK collectors could not subscribe. It was not until 2013 that a British series was launched starting with a Morris Mini Traveller costing just £1.99, followed by a further series of commercial vehicles, the launch model being the Dinky Supertoy Esso Leyland Octopus tanker offered for an even more remarkable price of £2.99. This briefly sparked of a period of wheeling and dealing in the collecting world, with British collectors selling to French collectors on eBay and vice versa. Those who were in at the start could sell the Mini Traveller or Esso tanker for £20 or more. Naturally, all that fizzled out after a short time, and unfortunately since then the increased postal and customs fees since Brexit have impacted severely on buying and selling models between the UK and European Union.

A further UK Dinky replica series distributed under the De Agostini name in 2016 was less successful. This was simply a marketing ploy, as De Agostini is the parent company of Atlas, and many of the models were recycled French Dinkies from the early series, albeit in different colours.

Several years have now passed, the dust has settled and stocks of these Dinky Atlas replicas are now plentiful at toy fairs, having mostly dropped in price. Some of the De Agostini issues such as the Triumph TR2 and Bedford Van in Kodak livery were recently offered at just £3 and £5 apiece. Many have sold online for even less, though in practice the gain is wiped out by the cost of postage. Replicas of the rarest originals, notably the Guy Warrior van 'Heinz', Leyland Octopus with chains, Guy vans with advertising and French Dinky Studebaker 'Nestles' truck can command a higher price but with patience these too can be found in the £10 - £15 range.

Of course, these Dinky recreations (not, strictly speaking, reissues) do not appeal to the purist collector of originals, but to many collectors they are very

acceptable substitutes for the price. A Volkswagen fan, for instance, might not want to shell out around £500 for that most desirable of Dinky Beetles, the first issue Swiss Postal Car, when he or she can have the Atlas version for about £7.50. An unintended reason why some collectors buy these models is that they are cheap enough for those who like to dismantle them and create their own hybrid models (or 'chops' as they have been called) such as putting a rear body on a different chassis or refinishing a van in different colours or liveries.

PARTWORK SERIES

The Atlas Dinky Toys represent the culmination of the 'partwork' phenomenon which spread through France and Spain, and reached as far away as South America, but has now largely peaked. Publishing houses such as Altaya and Hachette commissioned companies with factories in China, especially Norev and Ixo, to produce models that went on sale at regular intervals with accompanying magazines, the idea being to encourage the purchaser to complete the whole set or series. About twenty years ago, this caught on and made a significant contribution to the growth in popularity of the model car collecting hobby. In France there was hardly a vintage vehicle theme that wasn't exploited: Citroen 2CVs, taxis of the world, vans with advertising logos, camping cars, fire vehicles and innumerable others. In the UK, Del Prado's "Ultimate Car Collection" and Hachette's "A Century of Cars" were among the earliest, the latter comprising existing 1/43 scale castings from Corgi and Solido. This was followed by numerous Atlas collections such as Classic Sports Cars, the Jaguar Collection and the Best of British police cars. The Eaglemoss James Bond collection was one of the most popular partworks, and almost any form of transport from the Bond films was modelled, allowing the series to extend to around 135 issues.

Excess stocks of these series started to turn up on the toy fair circuit which for a time was awash, not just with European collections but with unlikely subjects from further afield like Eastern Europe, Russia and South America (though the models, of course, were made in China). These were piled high and sold cheaply in plastic bubble-packs without the magazines. Supplies are not quite as extensive as before as much stock has now been moved on, but you can still find a good selection of these models at £5 or under. This is a specially fruitful collecting area if you're a fan of a particular car, such as the Citroen DS 19, or a theme, such as vehicles in 'Michelin' livery. There are some great finds to be made, like a model of the Siam de Tella, a car from Argentina unheard of here which is in fact a version of a BMC Farina saloon!

CONCLUSION

These are just a few suggestions to get you started if you're new to collecting. As a generalisation, Atlas Dinky Toys, partworks and many diecasts of the 1990s/2000s are currently at the lower end of the price curve; this may (or may not) change as the years go by, but you can be sure that by collecting these models you'll end up with some attractive and displayable pieces without feeling guilty about how much you've spent on them! ■

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Bobbing with Bond

As the weather remains cold and frosty outside, we delve into the archives and revisit **Eric Bryan** as he pops on his ski goggles and shoots down the slopes with Corgi's 007 bobsleighs.

One of the high-action points of the film *On Her Majesty's Secret Service* was a bobsleigh chase in which Bond pursued Blofeld down a mountainside from the latter's Swiss alpine hideaway, Piz Gloria. Shooting for the film began in October 1968 in Switzerland. Eon Productions initially intended to use St Moritz's Cresta Run, but instead hired bobsleighter Franz Capose to construct a two-mile sled run near Mürren. Capose's track incorporated a still-extant run, which had been condemned in 1937 for being too perilous!

The Corgi bosses had been busy behind the scenes consulting with the filmmakers, and created a number of excellent models based on vehicles in the film. For 1970, Corgi introduced the Bond and Blofeld bobsleighs as numbers 1011 and 1012 in the Corgi Juniors line.

The Bond sleigh was in a bright yellow with a checkerboard label with '007' across the cowling. The Blofeld bobsleigh was orange, with a SPECTRE label on the cowling. Both models featured helmeted, goggled driver figures, were fitted with WhizzWheels instead of runners, and had plated metal chassis. Each model included a clip-on plastic fender which allowed the sleigh to use the Corgi Rockets track as a bobsleigh run.

Corgi sold its bobsleighs on blister cards, each of which had a collectors' card which could be cut out. These had colourful artists' renditions of the real machines on the front, with similarly vivid text on the reverse. Bond's card told us:

'The downhill dash on frozen snow on toboggan or bob is one of the most exciting and dangerous of winter sports. On the twisting Swiss Cresta Run, with its ice-bank corners, speeds of over 80 m.p.h. are common among the experts. James Bond demonstrated yet another of his skills in the film *On Her Majesty's Secret Service* when he managed to keep his bob under control while struggling with his arch-enemy, Blofeld. Olympic champions would not care to share the experience! This model of his machine reaches very high scale speeds.'

Those familiar with the film will recall the race in which a number of interestingly-matched cars competed on an ice track. Tracy di Vincenzo, with Bond in tow and driving her Mercury Cougar, joined the race in an effort to escape SPECTRE agents.

Corgi made the two bobsleighs available in a set with a model of one of the stock cars, a Volkswagen 1300, released as No.3004. The Beetle was nicely-made in citrus orange, with lemon interior, WhizzWheels, and Corgi Toys labels on the roof and the racing number '5' on the doors. This was a boxed set, but each model was packaged inside on its own blister card. The Volkswagen was sold alone as No.1010.

You could capture the race scene of the movie with Corgi's gift set, No.978. This included a Ford Capri, Ford Escort, a black Mercedes 280SL with 'S.P.E.C.T.R.E.' labels, and Tracy's Cougar with two sets of roof-mounted skis.

The Capri was in white, with a sporty checker board label on the roof, twin black bonnet stripes and number '6' labels on the doors and bonnet. The

ABOVE LEFT TO RIGHT
This playworn Volkswagen 1300 realised £50 at auction; A retouched Bond Bobsleigh which was auctioned for £50; This retouched SPECTRE Bobsleigh closed for £45.





ABOVE LEFT
The gift set containing the bobsleighs and the Volkswagen. A set in this condition carries an estimated value of between £7,000 and £9,000.

ABOVE RIGHT
A stock car set of mint models in a good but faded box, which was auctioned for £2,300.

INSET RIGHT
George Lazenby signed this good-plus blister card containing a mint Ford Escort, which fetched £340 at auction.



ABOVE
This near-mint example of Tracy's car sold for £80. Note the skis and the cast 'Cougar' name.



had competitors five through seven, plus the SPECTRE and Tracy cars. Each of these cars was also sold separately, the Escort as No.923, the Cougar as No.924, the Capri as No.925, and the Mercedes as No.928. These four were part of the Golden TuneUp series, each of which included a special key that enabled removal of the chassis and axles. This procedure allowed a tune-up of the vehicle with Corgi Rocketlube, via a felt-pen-like applicator (with Mattel's warnings to not oil its Hot Wheels cars, this Corgi feature was a brainwave and must have been appealing to kids who wanted to tinker with their model cars).

All of these individual packs and sets featured splendid artwork showing the ice race portrayed in a richly evocative Swiss Alpine night scene. Some of the individually-packed cars had labels which read, 'Competitor in the Stock Car racing scene on ice.' If you embark on Her Majesty's Mission to collect

Escort was likewise in white, with light-blue stripe labels on the roof and bonnet, and racing number '7' on the doors. The Cougar had a rich red body, black top and plated chassis and grille. With the Volkswagen, you



ABOVE A good-plus pair of Capri and Escort cars.



ABOVE LEFT A mint Bond Bobsleigh on a near-mint card, which sold for £420. These blister packs came with a special card that could be cut out and kept by the owner. As such, finding a replica with its backing card still intact is a tricky task. After all, who wouldn't want to cut out that great artwork and show it off in the playground?

ABOVE RIGHT This SPECTRE Bobsleigh, mint on a near-mint card, fetched £800 at auction. Photos by Vectis Auctions.

the above vehicles and sets, you'll discover that these *On Her Majesty's Secret Service* models are among the most coveted of all Corgi and Bond collectables. The following is a round-up of some auction results. Please be seated and set down your cup of tea, in the event that either you or your tea — or both — should go careening to the floor as you make your way through this list:

- No.923 Ford Escort: from £70 for near-mint with no card, to £500-700 for a mint-on-card George Lazenby-signed copy.
- No.924 Mercury Cougar: from £80 for near-mint with no card to £190 for mint on good-plus card.
- No.925 Ford Capri: £500-700 for good-plus on Lazenby-signed card.
- Both Nos.923 and 925, from £50 for a good-plus pair with no packaging; to £700 plus for the pair on good to very good cards.
- No.928 Mercedes: £30 for near-mint with no card to £250-300 for mint on good-plus card.
- No.1010 Volkswagen 1300: estimate £500-700
- No.1011 Bond Bobsleigh: from £35 for good-plus, to £350-5000 for mint-on-card.
- No.1012 Blofeld Bobsleigh: from £45 for good (retouched), to £600-700 for mint-on-card.
- No.978 Rally Gift Set: £4500-5500 for a complete mint-in-box set.
- No.3004 Gift Set: £6,000-7000 for excellent to mint in very good to excellent package.

Some of us can only dream. Once you've recovered, please feel free to pick up your cup of tea and move about at will. As you were, 007. ■



A-Z of diecast

This month sees **Alwyn Brice** continue with the letter L.

If you've reasonably deep pockets and you like the larger scale of diecast, then LCD Models should appeal to you. Having said that, the company also produces in smaller scales (1/43 and 1/64 for vehicles), and goes up to 1/12 for its motorcycles – but it's the big stuff that impresses the most.

Looking at the larger scale models, one can well feel the passion and feeling that has gone into their construction. Only the Italians, one suspects, are capable of this! Oddly enough, though, there's no Ferrari in the line-up...

If you can stump up the necessary folding matter, then I think you'll enjoy the result. It's a limited palette in terms of car manufacturers and it's somewhat eclectic: so count on Land Rover as well as Toyota, Suzuki and Lexus road cars, with some supercars thrown in for good measure, too.

Quality is what the brand is all about, though. Take the Honda Civic Type R, for example. Every boy racer's dream transport, it comes with opening bonnet and hatch, as well as all four doors. Its engine bay is a delight and with black paintwork featuring red accents, the car looks pretty mean.

For lovers of the (real-life) unaffordable exotics, LCD's McLaren 600LT also has opening features and comes in a range of striking colours; there's also the Pagani in three guises, all of which look the bee's knees; again, some wild colours single out this particular marque.

LCD Models is a relative newcomer to the quality diecast scene (it was only formed back in 2006) but it seems to have gained in prominence, thanks to its models' detail and overall finish.

ABOVE

Striking paint colour for this Range Rover Velar from LCD: and just look at those wheels!

STAR TURN

I would imagine that had Lone*Star decided to set up shop in more recent times, its demise would have been quite rapid. Why? Well, as anyone of a certain age will know, this particular British company, which grew out of Die Cast Machine Tools Ltd (DCMT) in 1950 (or thereabouts), majored in small arms. And of course today, gun making is frowned upon. Admittedly, it turned out toy small arms – but the company's name for its earlier metal toys, that of Slikka, didn't really capture the essence of what was going to prove to be a burgeoning market: that of the Wild West.

Initially fuelled by the big screen, and later by television, the cowboy wave in the 1950s and 1960s struck a chord with most youngsters. Consequently, today, if you pick up a diecast pistol or rifle at a

BELOW

In big 1/12 scale, LCD models both Suzuki and Honda motorbikes. This is the Honda Goldwing.





ABOVE
Pretty Lotus Europa S2 in the Flyers range was marred only by its simple wheels.



swapmeet, the chances are that it will bear the Lone★Star moniker. Simply put, the company was prolific in this particular area.

But Lone★Star wasn't only about guns and all their necessary adjuncts. The company also made its mark in the 1/43 (or 1/50?) arena (which had historically been the preserve of Dinky), as well as in the small scale diecast vehicle world, the one that Lesney tended to dominate.

Founded by one Aubrey Mills, the company's Lone★Star brand initially focussed on 000 scale locomotives and accessories. Looking back, these push-along trains might smack of the modern Brio concept but needless to say, they were far more detailed. By 1956 the competition from Dinky and Corgi (the latter having just arrived) spurred its Roadmaster series. Although cruder when compared to the aforementioned makes, Roadmasters offered some interesting British and foreign (notably American) models.

It would be a decade before Lone★Star's Impy series appeared in the toyshops; a couple of years later the Tuf-Tots line was introduced. The Impy series tried to out-perform Matchbox to a degree, in that several opening features would typically be incorporated in a model, all of which led, however, to a sacrifice in aesthetics. The tiny Tuf-Tots range, in contrast, aped the American Tootsietoys line and were bereft of opening features, presumably as a cost-saving exercise. However, faced with increasing competition from the Far East, the Lone★Star lines finally folded around 1987-88.

Finding the larger scale models today in good condition requires a lot of patience, as invariably they



ABOVE
Lledo models looked the part when displayed together in cabinets like this.

RIGHT
After doing the rounds of swapmeets, Lledo started turning up en masse on auction sites... helping those seeking an instant collection, perhaps.

LEFT
Chrysler Imperial from Lone★Star was equipped with plenty of opening features.



ABOVE
One of the more unusual Lledo models was the colourful Paul Smith Mini.



ABOVE
Don't forget the railways! Lone★Star produced everything for the Treble O scale pushalong layout.



ABOVE
This Ferrari F12 from Little Toy in 1/64 scale hails from China.



ABOVE
Ferrari 812 from Little Toy: the realism of the paint finish looks pretty good, given the tiny scale.



have suffered over the years. In contrast, the Impy series is much easier to locate in collectable condition, a fact helped by their protective boxes. Their quality isn't as good as that of Lesney, but then neither do they command the huge premiums of the latter.

LITTLEST...

China is responsible for the Little Toy brand and in 1/64, it's an apt moniker for these petite vehicles.

I confess to being a little vague about the company in question; the only models that I've spotted are the Ferrari F12 and the Ferrari 812, which can be found in various colours. The quality is reasonable, given the tiny scale, and an opening bonnet gives the vehicle a degree of extra interest. Costing around £40, they are not exactly cheap but the detail is there, nonetheless. I get the impression (rightly or wrongly – possibly both) that these models are aimed at youngsters, rather than adult collectors. If that's the case, then kids today are getting more pocket money than I thought...

LEAVING LESNEY

We end the L category with Lledo. If Leslie Smith and Rodney Smith were the force behind Lesney, it was Jack Odell who was responsible for putting the models into the toyshop. A talented engineer, he took the blueprints and translated them into reality; the rest, as they say, is history.

Reversing his surname, and following the demise of Lesney, in 1982 he launched the Lledo line, primarily concentrating on commercial vehicles of the 1920s and 1930s. Initially some old Matchbox moulds were utilised but the range was quickly expanded. The "Days Gone" models (Odell could hardly have used the "Yesteryear" moniker, could he?) soon proliferated: advertising on these 1/43 vans and lorries, coupled with a low market price, meant that they were popular with those who enjoyed colourful displays within their cabinets or those in business who saw promotional possibilities with these miniatures.

Lledo Vanguardians appeared in 1994, and these were rather more selective in terms of subject matter (and better detailed, and less toy-like into the bargain). As such, they gained traction with the more discerning 1/43 collecting market. The 1950s and 1960s eras proved a good hunting ground for Jack Odell in this venture. The range would continue production until 1999, at which point Corgi took over the reins. The Lledo name was retained until 2004, however. ■



Corgi through the years

Rick Wilson continues his series of year-by-year articles from the beginning of the brand in 1956. We continue the series with the models released during the first half of 1979.

**1979
PART 1**

Another year and another batch of interesting releases to explore. The dominant theme for the year would be TV & Film, with a huge 18 releases related to various US-related, comic book-based TV shows and the latest James Bond film, *Moonraker*. But the year, as a whole, would see a dramatic downturn in the company's profit margin, reduced by about 80% in comparison with the 1978 figures.

Straight into January and the first two (of four) TV and comic book-related releases for the first half of the year came at us straight out of the blocks. No.435 Superman Van was a new version of the 1/36 scale Chevrolet Van that had been released in the same month the previous year. Painted silver and with colourful graphics depicting our flying superhero on both sides of the body, it also featured a new Superman-specific cardboard interior, visible through the four roof panels. It would be withdrawn the following year, but not before over a quarter of a million units had been sold. To go with it, also released this month, was another

Superman-related release, a new version of No.416 Buick Police Car, now with a second roof lights bar and painted a wonderful shade of metallic blue. The roof was white and there were Police markings to either side, plus an eye-catching "City of Metropolis Police Dept" badge motif adorning the bonnet. Lasting a little longer in the range, until 1981, this model also sold well, with a final sales figure of nearly 350,000.

The following month saw a further three releases. These were all individually-packaged examples of models sold as part of GS48 Jean Richard Circus Set, which had been launched only three months previously, in November 1978. The models were unchanged from the gift set versions: No.426 Circus Booking Office Van, No.1163 Circus Human Cannon and GS30 Land Rover and Animal Trailer. None lasted a long time in the range as all were withdrawn the following year, with sales figures of just 27,000, 77,000 and 61,000 respectively.

March would see updated versions of three previously-released, 1/36 scale road-going cars: No.300 Ferrari Daytona, No.301 Lotus Elite and No.302 VW Polo. What would turn out to be the last hurrah for the

ABOVE
No.300 Ferrari Daytona and No.1116 Shelvoke & Drewry Revopak Refuse Lorry. Image: Rick Wilson

RIGHT
No.1116 Shelvoke & Drewry Revopak Refuse Lorry showing off its working features. Image: Rick Wilson





ABOVE
No.435 Superman Van & No.929 Daily Planet Jet Copter. Image: Vectis.

LEFT
No.436 Spidervan. Image: Vectis.

BELOW
No.426 Circus Booking Office Van, No.1163 Circus Human Cannon & Gift Set 30 Land Rover and Animal Trailer. Image: Vectis.



Ferrari Daytona casting came nearly six years after the first releases. There was no change to the model apart from the rather garish green chosen for the main colour and some rather snazzy mirror-effect stickers adorning the bodywork – the full bonnet sticker extended on to the front wings on both sides, similarly the bootlid and rear wings, and even the number stickers on the opening doors featured the effect. The moulded-plastic

interior was unchanged and still black, and the rear tow hook was still present as well. The plastic wheels were the same design as found on the later Duckhams and Spindrift releases. It sold well and lasted in the catalogue until the end of the Mettoy-owned era, in 1983, bringing Corgi's Ferrari Daytona journey to and end after 10 years.

The Lotus Elite was now a similarly garish yellow and the VW Polo was painted in a rather more subtle gold finish, but both of these now featured the same style of whizzy, mirror-effect sticker graphics that the Daytona had. All three sold well, with sales figures well over 200,000.

Moving into April, a marvellous piece of brand new tooling came along in the shape of No.1116 Shelvoke & Drewry Revopak Refuse Lorry. This incorporated plenty of play value and had three working features – the rear section tipped up and locked into place through a notch in the rear roof, a rotating knob on the kerbside of the lifting rear section would mimick the scraping bar, and a sliding bar on either side would bring all the collected rubbish to the rear when it was time to unload. Available with either an orange or, latterly, a red cab/chassis unit, both versions had a silver rear body. Understandably, it was a popular model and had sold close to 300,000 units by the time Mettoy relinquished control.

Also this month, the Chevrolet van was to get yet



CORGI TOYS 1979 RELEASES – JANUARY TO JUNE

No	Title	Scale	Released	Withdrawn	Sales
260	City of Metropolis Police Car	1/36	January	1981	346,000
300	Ferrari Daytona	1/36	March	-	281,000+
301	Lotus Elite	1/36	March	1981	278,000
302	VW Polo	1/36	March	1981	235,000
426	Circus Booking Office Van	-	February	1980	27,000
435	Superman Van	1/36	January	1980	252,000
436	Spidervan	1/36	April	1980	193,000
440	Mazda Custom Pick-up	1/36	June	1980	74,000
441	Golden Eagle Jeep	1/36	June	1983	245,000+
929	Daily Planet Jet Copter	-	June	1980	137,000
1116	Shelvoke & Drewry Revopak Refuse Lorry	-	April	-	274,000+
1163	Circus Human Cannon	-	February	1980	77,000
GS30	Land Rover and Animal Trailer	-	February	1980	61,000

Source: The Great Book of Corgi 1956-1983



ABOVE
No.441 Golden Eagle Jeep CJ-5. Image: Vectis



another appearance, this time in a dark metallic blue and bearing Spiderman allegiance, as No.436 Spidervan. As with the Superman version unveiled in January, this latest variant had yet another bespoke card interior. Like its sibling, it only lasted until the following year and sold slightly less, just failing to make the 200,000 sales mark.

With nothing new forthcoming for the month of May, another Superman-related release, the third of the year, came in the shape of No.929 Daily Planet Jet Copter during June. Based on No.926 Stromberg Jet Ranger, which had been released exactly a year earlier, it was painted red and white, with "DAILY PLANET" graphics to either side of the rear of the fuselage. Also issued

Corgi Toys 1979 January to June releases production colours

No	Title	Colours produced
260	City of Metropolis Police Car	Blue/white
300	Ferrari Daytona	Bright green
301	Lotus Elite	Yellow
302	VW Polo	Gold
426	Circus Booking Office Van	Yellow/red
435	Superman Van	Silver
436	Spidervan	Metallic dark blue
440	Mazda Custom Pick-up	Yellow/red
441	Golden Eagle Jeep	Metallic brown
929	Daily Planet Jet Copter	Red/white
1116	Shelvoke & Drewry Revopak Refuse Lorry	Orange/silver, red/silver
1163	Circus Human Cannon	Yellow/red
GS30	Land Rover and Animal Trailer	Yellow/red

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

ABOVE LEFT
No.302 VW Polo Image: Vectis

LEFT
No.301 Lotus Elite Image: Vectis

this month, No.440 Mazda B1600 Custom Pick-up was yet another variant of No.493 Mazda Pick-up, now painted an orangey-yellow with a red roof and a "Truckon USA" stars and stripes bonnet graphic. Both only lasted until the following year, selling 137,000 and 74,000 respectively.

The final release for the first half of 1979 was another version of the 1/36-scale AMC CJ-5 Jeep that had been first released in February the previous year. No.441 Golden Eagle Jeep was painted in a rather fetching metallic brown, with a tan-coloured plastic hardtop. In this guise, it lasted until the end of the Mettoy era, in 1983, and sold in excess of a quarter of a million units.

Looking at the current prices of these releases from the first half of 1979, the comic book-related issues command quite high prices in mint, boxed condition – usually into triple figures. At the other end of the spectrum, the marvellous Shelvoke & Drewry Revopak Refuse Lorry can easily be picked up incredibly cheaply. The near mint example photographed here was snapped up recently for just £6 and came with a pretty good box too.

Next month, we conclude the models for 1979. Featuring another great group of new releases, be sure to check out the April issue of *Diecast Collector*! ■

LEFT
No.260 City of Metropolis Police Car Image: Vectis

BELOW
No.440 Mazda B1600 Custom Pick-up. Image: Vectis



Superfast 1969-1982

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

BMC 1800 PININFARINA

Production: 1969-74

Catalogue: 1969 (2nd)-74

Box Styles: F, G, H

Unveiled at the 1967 Turin Motor Show, the BMC 1800 "Berlina Aerodinamica", styled by Pininfarina, was an extremely handsome concept. Unfortunately, BMC, being BMC, didn't take it any further and the British motorist had to endure several more years of Austin 1800s and Maxis. Thanks goodness Lesney saw fit to put it into production.

Launched in 1969, as one of the three brand new castings made specifically for Superfast, BMC 1800 Pininfarina was a huge hit and would continue in production up to and including 1974 – the casting has never been seen again since.

The model featured opening front doors and initially, it was painted a lovely metallic gold colour, with a white interior, clear windows and an unpainted base and headlights. These versions were fitted with the early narrow Superfasts

From 1972, wider wheels were fitted and this had necessitated some work to the wheelarches to accommodate these. At the same time, the body colour changed to orange, although this could vary to a light peach colour.

It was also included in the Racing Specials gift set, alongside its fellow 1969 débutants, Lotus Europa and Lamborghini Marzal, so examples appear with racing labels on the doors and a Gulf logo on the bonnet from this set.

HI-TAILER

Production: 1974-79

Catalogue: 1975-79

Box Styles: I

Hi-Tailer was loosely based on a Can-Am racer, a popular two-seater sports car racing series during the early seventies. While it captured the streamlined shape of a typical car well, it was clearly a single-seater and had no doors. It was painted white, with a bare metal base, plus a chrome plastic engine and windscreen. The driver figure was blue, later changed to yellow. Hi-Tailer was covered by a very large decal in the fictitious blue and orange livery of Team Matchbox with a smaller, matching label on the rear spoiler.

A second version of Hi-Tailer was released in 1979, exclusive to the K-7 Super Kings Racing Car Transporter set. This was in white with a red base and



a more realistic Martini Racing livery.

The Hi-Tailer model lasted well, remaining in the range until 1979.

MERCEDES 450 SEL

Production: 1979-80

Catalogue: 1980

Box Styles: L

Mercedes 450 SEL features opening doors and a towing hook, and was painted metallic mid-blue, with a bare metal base and grille with a tan interior.

This was a very short lived model though as it was about to undergo a little surgery...

MERCEDES 450 SEL TAXI

Production: 1981-82

Catalogue: 1981-82

Box Styles: L

For the 1981 catalogue range, the short-lived Mercedes 450 SEL was modified into a taxi.

Reportedly, it was originally planned to release a taxi version of the 450 SEL as a separate model, but instead it simply replaced the saloon version instead.

Still with opening doors and a tow hook, it was painted the typical beige colour of a German taxi, with a tan or brown interior. The base was now painted silver-grey and there was a red plastic "Taxi" sign on the roof, requiring a new, larger box as a result of the height increase. ■

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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:** Dinky Toys No.359 Eagle Transporter Space 1999
Condition: like new with good original packaging, sold from a private collection
Sold for: £305 (9 bids)



■ **Item:** Tekno Volkswagen Deutsche Bundespost
Condition: matt yellow, mint in original card box
Sold for: £620 (14 bids)



■ **Item:** Danbury Mint 1930 Cadillac Roadster
Condition: excellent with incredible detail, with tiniest of marks to paintwork
Sold for: £525 (21 bids)



■ **Item:** Auto Art Jaguar D-Type, 1954 Rheims 12 Hours winner
Condition: near mint, limited edition replica of iconic racing car
Sold for: £395 (3 bids)



■ **Item:** Matchbox Superfast Carry Case, with 48 Superfast Cars
Condition: carry case and cars all excellent and showing no signs of play wear
Sold for: £327.77 (12 bids)



■ **Item:** Tekno Ford Transit Tivoli
Condition: mint model in original outer box
Sold for: £620 (10 bids)



■ **Item:** WSI Fox Group Scania Vlastuin 770S T can and tipper trailer
Condition: as new, complete with limited edition certificate, all parts are factory fitted
Sold for: £275 (30 bids)



■ **Item:** Norev Ford Mustang Fastback GT 1968, metallic Satin Green
Condition: excellent and as new no damage or missing parts, sold with original
Sold for: £261 (23 bids)



■ **Item:** Barton Bodyworks Ford Escort Mk2 RS Mexico
Condition: complete one-off highly detailed replica, in 1/18 scale
Sold for: £255 (21 bids)

SALE RESULTS

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■ Matchbox Superfast boxed Ford Zodiac in green with hollow narrow wheels # 53. The car appears near mint with a few tiny marks in a very good later style box. **Sold for £40, British Toy Auctions, January.**



■ Matchbox Superfast boxed Ford Zodiac in the sought after lime green with wide wheels and bigger arches # 53. The car appears near mint with just a minor mark on the right front roof corner. The box is good with some light creasing. **Sold for £70, British Toy Auctions, January.**



■ Matchbox Superfast boxed Pontiac Grand Prix in purple, with cast shut doors, narrow solid wheels, grey interior, tow hook and a gloss black base. The car appears near mint with just a tiny paint chip on the right rear corner, hard to see. The box is very good. **Sold for £120, British Toy Auctions, January.**



■ Matchbox Superfast boxed Mercedes Benz 230 SL in white, with hollow narrow wheels # 27. The car appears near mint with a few small marks, the box is very good. **Sold for £40, British Toy Auctions, January.**



■ Matchbox Superfast boxed Volkswagen Beetle Rally Car in white # 15. The car appears mint in a very good early box with the Superfast wheels added to the picture. **Sold for £25, British Toy Auctions, January.**



■ Matchbox Superfast boxed Land Rover Safari with solid narrow wheels # 12. The model appears mint in an excellent box. **Sold for £28, British Toy Auctions, January.**



■ Matchbox Superfast boxed Land Rover Safari in gold with white interior # 12. The model appears mint in a very good transitional box. **Sold for £55, British Toy Auctions, January.**



■ Matchbox Superfast boxed Ford Zodiac in green with narrow wheels # 53. The car appears near mint in a very good box with light creasing. **Sold for £55, British Toy Auctions, January.**



■ Matchbox Superfast boxed Rolls Royce Silver Shadow Drophead in gold, with amber windscreen, tan hood and yellow base # 69. The car appears mint in an excellent box. **Sold for £50, British Toy Auctions, January.**



■ Matchbox Superfast boxed Ford Cortina GT, in blue with narrow wheels # 25. The car appears near mint with some minor blistering on the bonnet. The box is very good. **Sold for £50, British Toy Auctions, January.**



■ Matchbox Superfast boxed Mercury Park Lane Police Car, with the less common blue roof light and narrow wheels # 55. The car appears near mint with a few minor marks, the bonnet sticker may have been replaced. The box is very good. **Sold for £55, British Toy Auctions, January.**



■ Matchbox Superfast boxed Volkswagen Camper, in blue with dull finish and no filler flap, clear windows and dark yellow interior. The model appears near mint with a few minor marks, the box is very good. **Sold for £45, British Toy Auctions, January.**



■ Matchbox Superfast boxed Lamborghini Miura in gold, with narrow wheels and unpainted base # 33. The car appears mint in an excellent box. **Sold for £22, British Toy Auctions, January.**



■ Matchbox Superfast boxed Ford GT in white with red interior, narrow wheels and light green base # 41. The model appears near mint with a couple of minor marks. The box is good but someone has written 'white' on one of the picture faces. **Sold for £25, British Toy Auctions, January.**



■ Matchbox Superfast boxed Lamborghini Miura in the rare bronze colour, with red interior and narrow wheels # 33. The car appears in good condition with a few chips, the box is good with some light creasing. **Sold for £45, British Toy Auctions, January.**



■ Matchbox Superfast boxed Pontiac Grand Prix in purple, with cast shut doors, narrow hollow wheels, grey interior, tow hook and a gloss black base. The car appears near mint with just some micro blistering to the paint on top. Box is very good with some creasing. **Sold for £180, British Toy Auctions, January.**



■ **Bulgaria Matchbox Superfast Cortina GT in metallic red**, with wide dot dash wheels, clear glass, black interior, tow hook and a painted silver base. Appears in very good condition overall with some marks on the roof. It comes with a British box in good condition. **Sold for £65, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Opel Diplomat in gold**, with solid narrow wheels and gloss black base # 36. The car appears mint in a good box with light wear. **Sold for £35, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Mercedes Benz 300 SE Coupe**, in orange gold with cast closed doors and hollow narrow wheels. The car appears near mint with a couple of tiny marks in a very good box with some light creasing. **Sold for £40, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Iso Grifo in mid blue**, with hollow narrow wheels and unpainted base # 14. The car appears near mint with a very light scratch on the roof, hard to see, the box is very good. **Sold for £30, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Lotus Racing Car**, in dark purple with racing number 3 and wide wheels # 19. The car appears mint in a very good box. **Sold for £45, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Land Rover Safari in gold**, with white interior and solid narrow wheels # 12. The model appears mint in a very good new type box. **Sold for £45, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Lincoln Continental in green**, with wide wheels and arches # 31. The car appears mint in a very good box with some light wear. **Sold for £40, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Ford Mustang**, in red with white interior, tow hook and wide wheels # 8. The car appears in very good to near mint condition with just a few small marks on the front bumper and right rear corner, the box is good with some creasing. **Sold for £120, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Volkswagen Beetle Rally Car in white # 15**. The car appears mint in a good box, the tow hook has made a small tear in one end flap. **Sold for £30, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Ford Mustang Wild Cat Dragster in pink**, with early style side labels # 8. The car appears mint in an excellent box. **Sold for £35, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Mack Dump Truck**, with open cast steps and black front axle clip. The truck appears mint in a very good earlier style box. **Sold for £20, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Freeman Inter-City Commuter in dark red metallic # 22**. The model appears mint with stickers on the rear doors, the box is very good with light wear. **Sold for £20, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Lamborghini Miura in gold**, with white interior, bright red base and wide wheels # 33. The car appears mint in an excellent box. **Sold for £30, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Mercedes Benz 230 SL in white**, with hollow narrow wheels # 27. The car appears near mint with just a tiny mark on left door handle, the box is very good with only very light creasing. **Sold for £65, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Leyland Pipe Truck**, in orange with solid narrow wheels, grey pipes and a black front axle clip # 10. The truck appears mint in a very good box with light creasing. **Sold for £22, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Ford Zodiac in the sought after lime green**, with wide wheels and bigger arches # 53. The car appears near mint with just a minor mark on the left rear roof pillar, probably factory. The box is very good. **Sold for £170, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Ferrari Berlinetta in red**, with solid narrow wheels and no gear lever moulding on the interior. The car appears mint in a very good box. **Sold for £100, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Volkswagen 1600TL Fastback in purple**, with hollow narrow wheels # 67. The car appears near mint with a very minor mark where one door has been opened, the box is good with a little storage wear. **Sold for £55, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Lamborghini Marzal in bright pink**, with solid narrow wheels and amber glazing # 20. The car appears near mint with a tiny chip on the bonnet, the box is very good. **Sold for £30, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Ford Kennel Truck in rare lime green gloss finish**, with white front grill and bumper and gloss black base # 50. The model appears mint with the usual slight distortion of the rear canopy. The dogs are still on the sprue. The box is very good. **Sold for £150, British Toy Auctions, January.**



■ **Matchbox Superfast boxed Dodge Wreck Truck with matt yellow paint**, small diameter wide wheels, dark red tow hook and black axle clips # 13. The model appears near mint, the box is very good. **Sold for £45, British Toy Auctions, January.**



■ **Corgi Whizzwheels Renault 16 TS # 202**, model appears to be mint in very good plus box. Box has some dust on the window and some storage wear commensurate with age. **Sold for £65, British Toy Auctions, January.**



■ **A boxed Corgi Toys #203 Vauxhall Velox**. The model in yellow with spun hubs, and some light surface marks to roof, otherwise appears to be in excellent overall condition. The model is presented within a very good - excellent blue card picture box, and also comes with colour Corgi leaflet. **Sold for £70, British Toy Auctions, January.**



■ **A boxed Corgi Toys #226 Morris Mini-Minor**. The model with light blue body, red interior, and spun hubs, and appears to be in mint condition. The model is presented within a very good blue and yellow card picture box, with some general age and storage wear. The model comes with Corgi Model Club leaflet. **Sold for £65, British Toy Auctions, January.**



■ **A boxed Dinky Toys #165 Humber Hawk**. The model with black and green lower body, black roof, and spun hubs, has some minor marks mainly along raised edges, and some light surface rubs to roof, otherwise appears to be in excellent condition. The model is presented within a good yellow card picture box, which has correct colour spot plus some general age / storage related wear. **Sold for £45, British Toy Auctions, January.**



■ **A boxed Dinky Toys #176 Austin A105 Saloon**. The model with cream body and violet blue panel line, silver trim and cream hubs, has some small nicks and rubs, otherwise appears to be in very good overall condition. The model is presented within a good yellow card picture box, which has correct colour spot plus some general age / storage related creasing and wear. **Sold for £60, British Toy Auctions, January.**



■ **A boxed Dinky Toys #178 Plymouth Plaza**. The model with light blue body, dark blue roof and side flash, spun hubs, white tyres, silver trim with gloss black base with model number, has some minor marks and some light surface wear / rubs to roof, otherwise appears to be in Excellent condition. The model is presented within a good yellow card picture box, which has correct colour spot plus some general age / storage related wear. **Sold for £70, British Toy Auctions, January.**



■ **A boxed Dinky Toys #191 Dodge Royal Sedan**. The model with green body and black side flash, spun hubs, white tyres, silver trim with gloss black base with model number, has some minor marks mainly on roof and on passenger side door, otherwise appears to be in excellent condition. The model is presented within a good yellow card picture box, which has correct colour spot plus some general age / storage related wear. **Sold for £70, British Toy Auctions, January.**



■ **A boxed Dinky Toys #154 Hillman Minx Saloon**. The model with green lower body and cream upper body, with cream raised hubs, has some light / minor marks, otherwise appears to be in excellent - near mint condition. The model is presented within a very good - excellent yellow card picture box, which has correct colour spot plus some general age / storage related wear. **Sold for £110, British Toy Auctions, January.**



■ **A boxed Dinky Toys #168 Singer Gazelle**. The model with dark green lower body, grey upper body, spun hubs, silver trim with gloss black base, has a very minor mark on roof just above windscreen, otherwise appears to be in mint condition. The model is presented within a generally good yellow card picture box, which has correct colour spot plus some light foxing and general storage wear. **Sold for £75, British Toy Auctions, January.**



■ **A boxed Dinky Toys #180 Packard Clipper Sedan.** The model with orange lower body, light grey upper body, grey raised hubs, and silver trim, has some light marks, otherwise appears to be in excellent condition. The model is presented within a generally good yellow card picture box, which has correct colour spot with general storage wear. **Sold for £65, British Toy Auctions, January.**



■ **A boxed Dinky Toys #175 Hillman Minx Saloon.** The model with grey lower body, mid blue roof and boot, with blue raised hubs, and silver trim, has some very light wear mainly to raised edges, otherwise appears to be in near mint condition. The model is presented within a generally very good yellow card picture box, which has correct colour spot with general storage wear. **Sold for £45, British Toy Auctions, January.**



■ **A boxed #104 'Captain Scarlet' Spectrum Pursuit Vehicle (SPV).** Item appears in excellent condition with missile and Captain Scarlet figure accessories. Good-very good card inner and outer box; some wear and damage to the end flaps. **Sold for £130, British Toy Auctions, January.**



■ **A boxed #359 'Space: 1999' Eagle Transporter.** Item appears in excellent condition. Housed in a good box; some minor wear / splits to the plastic lid. Item not checked for completeness. **Sold for £190, British Toy Auctions, January.**



■ **A boxed #360 'Space: 1999' Eagle Freighter.** Item appears in excellent condition. Housed in a good box; some minor wear / splits to the plastic lid. Item not checked for completeness. **Sold for £220, British Toy Auctions, January.**



■ **A pair of diecast planes to include #725 F-4K Phantom II and #731 S.E.P.C.A.T. Jaguar.** Items appear to be in very good-excellent condition. Housed in good boxes; some wear to the plastic lids. Items not checked for completeness. **Sold for £70, British Toy Auctions, January.**



■ **A boxed #726 Messerschmitt B.f 109E.** Item appear to be in very good-excellent condition. Housed in a very good boxes; some wear to the plastic lid. Item not checked for completeness. **Sold for £60, British Toy Auctions, January.**



■ **A boxed #952 Vega Major Luxury Coach.** Item appear to be in very good condition. Housed in a very good box; some minor wear. **Sold for £40, British Toy Auctions, January.**



■ **Tekno No.52 Gibbs Fraserburgh Refrigerated Truck,** Scania 113M 360, dark blue, red, white Refrigerated Trailer with Gibbs livery. Near mint in excellent plus window box. **Sold for £45, Vectis Auctions, January.**



■ **WSI a boxed 1/50th scale 02-2317 Scania Highline I CS20H 6x2 Twin Steer,** plus Reefer Trailer (3-axle) "Gibbs". Conditions appear near mint in generally excellent box. **Sold for £90, Vectis Auctions, January.**



■ **WSI a boxed 1/50th scale 06-1022 Nedlloyd Road Cargo DAF 2800 4x2 plus Classic Koel Oplegger (3 AS) "Nedlloyd".** Conditions appear near mint in generally excellent box. **Sold for £70, Vectis Auctions, January.**



■ **Corgi Toys 151 Lotus Mark 11 Le Mans Racing Car,** silver, red seats and trim, flat spun hubs and racing No.3. Good plus to excellent lovely a bright example in a fair blue carded picture box with colour folded leaflet. **Sold for £45, Vectis Auctions, January.**



■ **Corgi Toys 152 BRM Formula 1 "Grand Prix" Racing Car,** green, silver interior and trim, flat spun hubs and racing No.7. Excellent plus in a fair blue and yellow carded picture box. **Sold for £50, Vectis Auctions, January.**



■ **Corgi Toys 154 Ferrari Formula 1 "Grand Prix" Racing Car,** red body with silver base, chrome trim, figure driver, spun hubs and racing No.36. Excellent in a good blue and yellow carded picture box with collectors club folded leaflet. **Sold for £60, Vectis Auctions, January.**



■ **Corgi Toys 215 Ford Thunderbird Open Sports,** white body with blue and silver interior, harder to find black steering wheel and flat spun hubs. Good plus to Excellent still a lovely bright example in a good harder to find plain blue and yellow carded box with collectors club leaflet. **Sold for £80, Vectis Auctions, January.**



■ **Corgi Toys 216 Austin A40,** light blue including roof rare variation (as shown on box illustration), silver trim and flat spun hubs. Good plus overall (does have some paint touch-ins) still displays well in a good plus to excellent blue and yellow carded box with collectors club leaflet. **Sold for £240, Vectis Auctions, January.**



■ **Corgi Toys 222 Renault Floride**, light green body Without interior (with correct rare interior leaflet see) - silver trim and flat spun hubs. Near mint (a couple of small marks to side window) in a excellent blue and yellow carded picture box with interior/collectors club folded leaflet. **Sold for £320, Vectis Auctions, January.**



■ **Corgi Toys 222 Renault Floride**, blue body, lemon interior, silver trim and spun hubs. Excellent (some small marks on roof) in an excellent blue and yellow carded picture box with hard to find interior/collectors club folded leaflet. **Sold for £120, Vectis Auctions, January.**



■ **Corgi Toys 224 Bentley Continental Sports Saloon**, two-tone white over green, (harder colour variation to find) with red interior, chrome trim and spun hubs with grey tyres complete with correct spare wheel. Good plus still a bright example in good plus to excellent blue and yellow carded picture box (small mark wear tape has been removed) with collectors club folded leaflet. **Sold for £150, Vectis Auctions, January.**



■ **Corgi Toys 228 Volvo P1800**, tan body, red interior, silver trim, spun hubs. Excellent in a good plus to excellent blue and yellow carded picture box. **Sold for £100, Vectis Auctions, January.**



■ **Corgi Toys 228 Volvo P1800**, salmon pink body, lemon interior, silver trim, spun hubs. Overall excellent (some marks to bonnet) bright example in a good plus blue and yellow carded picture box. **Sold for £90, Vectis Auctions, January.**



■ **Corgi Toys 232 Fiat 2100**, pale lilac body with mauve roof, lemon interior, silver trim and spun hubs. Excellent (couple of small chips on edges) in a good plus to excellent harder to find plain blue and yellow carded picture box with collectors club folded leaflet. **Sold for £70, Vectis Auctions, January.**



■ **Corgi Toys 235 Oldsmobile Super 88**, light blue with white side flashes, red interior, silver trim and spun hubs. Excellent plus in a good plus to excellent blue and yellow carded picture box with collectors club folded leaflet. **Sold for £90, Vectis Auctions, January.**



■ **Corgi Toys 236 Austin A60 De-Luxe Saloon "Motor School" Car**, rare light turquoise body (possible colour trail), red interior (RHD) and roof turning disc, 2 x figures, silver trim and spun hubs. Fair in a good plus blue and yellow carded picture box with correct instruction/collectors club folded leaflet. **Sold for £140, Vectis Auctions, January.**



■ **Corgi Toys 238 Jaguar Mark X**, sea-green body, red interior, spun hubs Plus large and small luggage cases. Near mint a superb example in a good plus to excellent blue and yellow carded picture box with original price label attached and collectors club folded leaflet. **Sold for £320, Vectis Auctions, January.**



■ **Corgi Toys 241 Ghia L.6.4**, lighter metallic green body, deeper cream interior, chrome trim and spun hubs. Excellent plus (rear suspension weak) still a bright example in a good plus blue and yellow carded picture box with collectors club folded leaflet. **Sold for £70, Vectis Auctions, January.**



■ **Corgi Toys 241 Ghia L.6.4**, metallic lime-green body, yellow interior, chrome trim and cast hubs. Excellent plus (very slight loss of chrome on bumpers) still a lovely bright example in a good plus blue and yellow carded picture box with collectors club folded leaflet. **Sold for £150, Vectis Auctions, January.**



■ **Corgi Toys 247 Mercedes 600 Pullman**, metallic maroon body, cream interior, chrome trim and spun hubs. Excellent plus (has silver super-detailing to mainly windows) in a excellent blue and yellow carded picture box with correct instruction/collectors club folded leaflet. **Sold for £80, Vectis Auctions, January.**



■ **Corgi Toys 263 Marlin Rambler Sports Fastback**, red body, black roof and boot, off white interior, chrome trim, grey plastic tow hook and cast hubs. Excellent plus (small marks to bumpers) in a good blue and yellow carded picture box with collectors club folded leaflet. **Sold for £50, Vectis Auctions, January.**



■ **Corgi Toys 300 Austin Healey Sports Car**, deep red body, cream seats, silver trim and spun hubs. Excellent plus lovely bright example in a harder to find good to good plus plain blue and yellow carded box with collectors club folded leaflet. **Sold for £90, Vectis Auctions, January.**



■ **Corgi Toys 303S Mercedes 300SL Open Roadster "Competition Model"**, chrome plated body, pale yellow interior, brown tonneau with figure driver, silver trim, racing No.7 and cast hubs. Excellent overall lovely bright example in a good plus blue and yellow carded box. **Sold for £80, Vectis Auctions, January.**



■ **Corgi Toys 307 Jaguar E-Type**, graphite grey body with plum red detachable hood, tan interior, silver trim and spun hubs. Excellent plus lovely bright example in a good plus hard to find plain blue and yellow carded box with inner packing piece and pink collectors club folded leaflet. **Sold for £90, Vectis Auctions, January.**



■ **Dinky Pre-War 28M "Wakefield Castrol" Type 1 Delivery Van**, in green with red and black decal advertisement. Fair, body shape has distorted, front of mudguards are incomplete, corrosion to tinplate radiator surround. **Sold for £440, Piers Motley Auctions, January.**



■ **Kembo Crane/Breakdown Truck in green**, 12cm, very good but probably overpainted. **Sold for £30, Piers Motley Auctions, January.**



■ **Matchbox Moko Lesney 1a Diesel Road Roller**, rare early issue with curved canopy, dark green gold trim, red wheels. Very good together with box for No. 15a Diamond T prime mover. **Sold for £90, Piers Motley Auctions, January.**



■ **1961 Corgi Toys Gift Set 20 Golden Guinea**, includes Ford Consul Classic with spun hubs, Bentley Continental Saloon with spun hubs and Chevrolet Corvair with spun hubs. All gold plated finish with red interior in original box. **Sold for £130, Sutton Hill Farm Country Auctions, January.**



■ **Corgi Toys diecast model 321 Monte-Carlo B.M.C. Mini Cooper S**, with original box. **Sold for £130, Batemans of Stamford, January.**



■ **Corgi Toys diecast model 475 Citroen Safari Olympic Winter Sports**, with skis and skiing figure, as well as original box. **Sold for £65, Batemans of Stamford, January.**



■ **Corgi Toys diecast model 434 Volkswagen Kombi**, in two-tone green bodywork and red interior, with original box. **Sold for £95, Batemans of Stamford, January.**



■ **Corgi Toys diecast model 497 The Man from U.N.C.L.E. 'Thrush-Buster'**, with cardboard insert and original box. **Sold for £120, Batemans of Stamford, January.**



■ **Corgi Toys diecast model 261 'Special Agent 007 James Bond's Aston Martin D.B.5'**, with instructions, two passengers, cardboard insert and original box. **Sold for £120, Batemans of Stamford, January.**



■ **Corgi Toys diecast model 440 Ford Consul Cortina Super Estate car**, with two golf figures, cardboard insert and original box. **Sold for £140, Batemans of Stamford, January.**



■ **Corgi Toys diecast model 267 Batmobile**, with nine small rockets, instructions, card insert and original cardboard box. **Sold for £440, Batemans of Stamford, January.**



■ **Corgi Toys shop display, Bentley Continental**, with 224 model Bentley Continental, (one rearlight a/f). **Sold for £140, Arthur Johnson & Sons Auctioneers, January.**



■ **Continental 1960s Corgi Toys advertising cards**, original from the 1960s. **Sold for £110, Arthur Johnson & Sons Auctioneers, January.**



■ **Boxed 1/72 Corgi Aviation Archive AA38601 BAC TSR 2 XR219**, the only prototype to fly 1964, appearing complete and excellent. **Sold for £90, Wessex Auction Rooms, January.**



■ **Boxed 1/32 Corgi Aviation Archive AA33908 70 Years of the Spitfire Supermarine Type 300 The Prototype Spitfire K5054 Eastleigh May 1936**, appearing to be complete and excellent, box with a dent to lid but otherwise very good. **Sold for £80, Wessex Auction Rooms, January.**



■ **A Lesney Matchbox collectors carry case**, containing 48 No. unboxed playworn mainly Matchbox regular wheels diecast models, to include MGA, No.19, grey plastic wheels, silver trim, E.R.F. Stake Truck, No.20, grey plastic wheels, Vauxhall Cresta, No.22, gold body, silver plastic wheels, Ford Zodiac, No.33, sea green body, metal wheels, Studebaker Lark Wagonaire, No.42, blue body with rear roof painted the same colour and complete with both figures, Commer Milk Float, No.21, cream bottle load, bottle logo on doors, silver plastic wheels, Foden Cement Mixer, No.26, orange body and barrel, grey plastic wheels, Volkswagen Van, No.34, grey plastic wheels, Ford Fairlane Fire Chief Car, No.59, Leyland R.A.F. 10T Refueller, No.73, Ford Thunderbird, No.75, blue base, silver plastic wheels assorted unmarked Hong Kong plastic Matchbox sized models, to include friction drive (not working) Morris J2 Van model, red body with black wheels, has minor deformation to plastic body, the carry case is the version with picture of the Ford GT, No.41 to the lid and is complete with all four trays and in fair condition, has some minor damage to lid, the lock and the metal studs all with surface rusting and the case would benefit from a clean. **Sold for £60, Richard Winterton Auctioneers, January.**

TOYFAIR TIMES

FAIRS

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

15 FEBRUARY

- **Matford**, Exeter, Bulldog Fairs, 07379 578083
- **Oxford**, Richard Atkins, 01869 347489
- **Maidstone**, Mike Spencer, 01622 298159/01732 840787

17 FEBRUARY

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

23 FEBRUARY

- **Swindon**, Steve Clements, 01380 725322/07732 330305
- **Stowmarket**, Stowmarket Railway Club, 01379 668657
- **Kidderminster**, Tony Oakes, 01270 652773/07825 631323

01270 652773/07825 631323

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

1 MARCH

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

2 MARCH

- **Ashington**, David Parsons, 07742 609865
- **Ditton**, SRP Toy Fairs, 07739 998012

9 MARCH

- **Rainton**, Jim Corr, 07504 035955
- **Shepton Mallet**, Bulldog Fairs, 07379 578083
- **Lincoln**, J & J Fairs, 01522 880383
- **Rayleigh**, SRP Toy Fairs, 07739 998012

15 MARCH

- **Oswestry**, Jackson & Jackson, 07967 681080

16 MARCH

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

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

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

AUCTIONS

10 FEBRUARY

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

11 FEBRUARY

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

14 FEBRUARY

- **Canterbury**, Canterbury Auctions, 01227 763337

15 FEBRUARY

- **Canterbury**, Canterbury Auctions, 01227 763337

17 FEBRUARY

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

19 FEBRUARY

- **Online**, Excalibur Auctions, 02036 330913

24 FEBRUARY

- **Online**, UK Toy & Model Auctions, 01270 652773/07893 870729
- **Runcorn**, British Toy Auctions, 01928 579032

26 FEBRUARY

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

28 FEBRUARY

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

12 MARCH

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

19 MARCH

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

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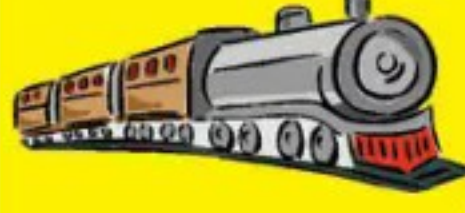
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A FEMALE PERSPECTIVE

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

It's a long story

It is impossible to turn on the TV or look through a magazine without being bombarded with advertisements offering products promising to turn the mundane into the glamorous. There are plenty of wonder creams and potions that claim they'll transform you into a beautiful female or handsome male but often, because the model has been airbrushed, we never see the reality.

Airbrushing, manipulation of images, photoshopping... these all sound like modern concepts but there's really nothing new in advertising that flatters a product by making it look better than it really is. That thought occurred to me recently when I was looking through some publicity material from the 1950s motor industry. Take the image shown here of a British saloon car, the Humber Hawk. Judging by this, the Hawk was exceptionally long and low. As for the people who own one, they are impossibly tall, thin and elegant. They don't use it for mundane things like going to their work or shopping, but spend their lives in evening dress attending parties and functions.

Sometimes you wonder whether toymakers were influenced by these flattering images rather than by the actual cars. True, most of the bigger companies like Dinky and Corgi toys aimed for accuracy, but some of the smaller makers would freely enhance the look of a car, changing the proportions to make it look better and not bothering about whether it representing a real vehicle.

Here are a couple of rather extreme examples where the makers have elongated the car to make it look sleeker and faster. The pale green roadster has a very long bonnet which gives the impression that it must have a

RIGHT
1950s Humber advertisement flatters the proportions of the car and the people who own it.



RIGHT
Excessively long bonnet of the Toby Toys roadster gives an impression of speed and power.



hugely powerful engine inside. The toy carries no name, being marked simply with the number 861 and Made in England. It is in fact one of a group of four diecasts sold as Toby Toys, made by Louis Marx (UK), the others being a saloon car, fire engine and breakdown truck. One quirky feature that appeals to me is the inscription at the back which reads "tank capacity 14 gallons".

A similar model comes from an American maker called Manoil, founded in Manhattan in the 1930s by two brothers called Jack and Maurice. They made metal toy vehicles and figures such as soldiers, cowboys and farm items. Production lasted until 1959 and apparently one explanation of the company's demise was that it did not manage to follow the trend away from metal towards the use of plastic. Described simply as a 'roadster', the Manoil

exists with two different grille designs, one a bit like a pre-war Auburn and the other resembling a post-war Buick. Pictures of the real-life Auburn suggest it was a pretty long and impressive car but Manoil's roadster is stretched still further.

Both of these are typical of their era: simple castings, quickly sprayed in one colour with the addition of rubber wheels. They might have been basic but such toys met the need for cheap new toys in the austere post-war years until better finished, if more expensive, items were more easily obtainable.

Toys like these weren't meant to be scale replicas but were designed to catch the buyer's eye. So, like the 1950s advertising artwork, is this a case of being deliberately misleading or simply 'artistic licence'? I leave that to you, dear reader, to decide. ■



LEFT
Similar thinking lies behind this long, low roadster from Manoil of the USA.

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