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SUBSCRIPTIONS

Subscriptions hotline 01778 392006

Subscription rates starting from:

UK and BFPO £5.99 - Europe & Eire Airmail £18.99

Worldwide Airmail £19.99

Digital subscriptions are available from £12.99 – visit
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PRINTING

Warners Midlands plc
Tel: 01778 395100



This publication is printed
by Warners Midlands PLC
Telephone: **01778 391000**



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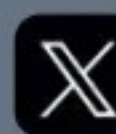


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NEWS

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CALLING ALL FANS OF THE PROFESSIONALS

FOLLOWING on from the success of his previous three releases, all commissioned from Corgi, Tony Buller has revealed final pre-production sample shots of the next release in his series of cars from The Professionals TV show – Bodie's Capri Mk2 3.0 Ghia in Arizona Gold. Originally intended to coincide with the programme's 50th anniversary in 2027, Corgi has persuaded Tony to do this one sooner.

Tony is a massive fan of the show and runs a company called Professionalmania Ltd. This latest release will be a limited edition of 1,000 models of the famous car, complete with the correct registration number (PNO 580R) and a replica GB sticker on the boot lid.

He is taking pre-orders now, but a good quantity of the 1,000 is already spoken for, so get your skates on and skid across the bonnet to make sure you get yours in time by dropping Tony an email at professionalmania@hotmail.com. ■

SPARK ANNOUNCES CLASSIC ENDURANCE RACING REPLICAS



COLLECTORS and classic motorsport fans have reason to celebrate, as Spark has unveiled an exciting collection of 1/43 scale endurance racing replicas. This new range features iconic cars from legendary circuits, including Daytona, Sebring, Spa, and the Nurburgring, capturing some of the most memorable moments in racing history.

Among the standout releases in this collection is the #19 Maserati 450S, the car that secured victory at the 1957 Sebring 12 Hours. Driven by racing legends Juan Manuel Fangio and Jean Behra, the powerful Maserati 450S dominated the gruelling endurance race, finishing two laps ahead of the Maserati 300S piloted by Stirling Moss and Harry Schell. This victory cemented the 450S as one of the most formidable sports cars of its era.

You now have the opportunity to own a meticulously crafted replica of this legendary machine. The Spark 1/43 Maserati 450S (SPA43SE57) is available for pre-order from www.diecastlegends.com or your preferred retailer, with a price of £74.99. ■

LATEST 1/43 CLASSIC RALLY CAR FROM SPARK

RALLY enthusiasts will be keen to hear that Spark had announced its latest batch of 1/43 scale classic rally car models. Among the standout releases is the legendary Martini-liveried Lancia 037, the car that propelled Walter Röhrl to victory in the 1983 Monte Carlo Rally. This model faithfully replicates the iconic machine that triumphed over four-wheel-drive competitors in one of the most historic rally events.

This highly anticipated release

captures every detail of the legendary Group B rally car, making it a must-have for fans of classic motorsport.

In addition to the Lancia 037, Spark's latest selection also includes a modern rally car: Sébastien Loeb's 2024 Rally Mont Blanc-winning Alpine A110 GT+. Unlike the classic Lancia, this contemporary rally machine will be available in both 1/43 and a larger 1/18 scale, catering to collectors with different display preferences.

Both models are expected

to be in high demand, given their significance in the rallying world.

The Lancia 037, in particular, is a sought-after model due to its role in rally history as the last rear-wheel-drive car to win the World Rally Championship.

Pre-orders for these exciting



additions to Spark's lineup are available now, with prices starting at £69.99 from www.diecastlegends.com and other select retailers. ■



RETROMOBILE - A TALE OF TWO CADILLACS

During his annual pilgrimage, **Charles Barnett** was impressed by the transformation of a mundane basic model into something really special.

YES, folks, I was lucky enough to visit Retromobile in Paris, the high-end classic car season-opener. But rather than just tell you what a wonderful show it is (and it is), with some of the most mouthwatering cars on the planet on show and with many for sale, at equally-eyewatering prices (there were, and they were), and that there was a wonderfully wide selection of models on offer, in all scales materials and prices (yes to all of these), I had the opportunity to check out two versions of the same model, one in its basic form and inexpensive, the other highly modified and detailed, and not so inexpensive.

The subject is the 1957 Cadillac Eldorado, Cadillac's top-line 'personal car', and the basic version is by Solido of France in the "Age d'Or" series, being the Biarritz convertible in its open form. Diecast body, plastic baseplate and fittings, it needs little introduction, being very common, and can be picked up for two or three pounds at toy fairs and online. Nicely cast, it replicates the flamboyant lines of the original very well. Opening bonnet, nice wheels, plenty of chrome trim, nice interior – very good, but unremarkable.

Should you have one, and get the urge to highlight and maybe add to the details already there, then you could take inspiration from the late M. Claude Thibivilliers, a long-time expert modelmaker from France, who had a passion for Cadillacs (though he also modelled other prestige marques, notably Rolls Royce). His Elegance range of hand-built, usually in resin, though highly-priced, are keenly sought after by enthusiasts worldwide. His take on the 1957 Eldorado however, is based on the Solido, raising the detail levels substantially and converting it to the Seville hardtop.

The hardtop has been crafted and expertly fitted, the bonnet has been sealed shut to eliminate the panel gap, and the wheels no longer rotate. They have been detailed, with red centres, and a host of other details have been added, including door handles, a door mirror, windscreen wipers and small motifs on the front wings. The

ABOVE Solido Cadillac "Elegance" version.

RIGHT Solido Cadillac in its standard form.



width markers have been replaced, and

new headlights with resin lenses, and new rear lights added. The cast motifs of the original have been replaced with finely detailed decals. The model has been refinished to a high standard, in metallic dark green with the top in vinyl-effect white, and the interior has also been improved and detailed. A host of thin plated trim pieces have been fitted around the windows, on the rear fins and even around the seat backs, and the Dagmar front bumper tips have been detailed in Black to replicate the rubber of the original.

So, the same two models, but with levels of workmanship at different ends of the spectrum with regard to workmanship, scarcity and price. The basic Solido, made in hundreds of thousands over the years, nice and inexpensive. The Elegance, I am told, is one of just 10 in these colours, is beautifully detailed to create a magnificent replica, and is er, not so inexpensive.

Both models came from the stand of Galerie du Jouets Anciens at Retromobile, who had literally tens of thousands of models on offer, with prices from just 3 Euros to several hundred.

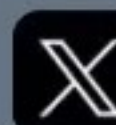
Next year, Retromobile runs from 28 January to 1 February, at the Porte de Versailles Exhibition centre. More details from **www.retromobile.com**. ■

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 regular *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**. ■

NEWS

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OUT & ABOUT AT RACE RETRO

Charles Barnett paid a visit...

FOLLOWING its cancellation last year, Race Retro returned over the weekend 21-23 February, at the National Agricultural Centre at Stoneleigh, near Coventry. Billed as Europe's number one historic motor sport show, it occupied four linked halls of the venue and attracted a record attendance of well over 23,000 visitors.

Besides the wide-ranging static displays of historic sporting machinery, including Formula 1 and Group B, some 120 historic rally cars were in action on the ever-popular outdoor rally stage, making for further high-octane entertainment.

There was a wide variety to tempt model enthusiasts. Besides the regulars like Daz's Models from Stafford, Millingtons' Models from Weaverham, Cheshire, and RM Toys from Waterlooville, Hants, there were at least six new specialists, and of course models could often be found on the more general autojumble stands, which were all now inside the heated halls (unlike previous years). In addition, Iconic Auctions had some fine models on offer alongside the mouthwatering full-size cars, including a fine collection of 1/43 hand-built land-speed-record cars, and a wonderful half-size electric-powered replica of the Mercedes-Benz 300 SLR that won the 1955 Mille Miglia race, that sold for a cool £8,400.

Next year's event is scheduled for 20-22 February 2026. For more details go to www.raceretro.com. ■



NEXT MONTH



The Marauder Story

The story and racing models behind Wilks, Mackie and Company in the 1950s.

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Issue 332

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ATLAS 1970 DODGE CHALLENGER RT 440 19.99



ATLAS 1986 CHEVROLET C-10 SILVERADO PICKUP 18.99



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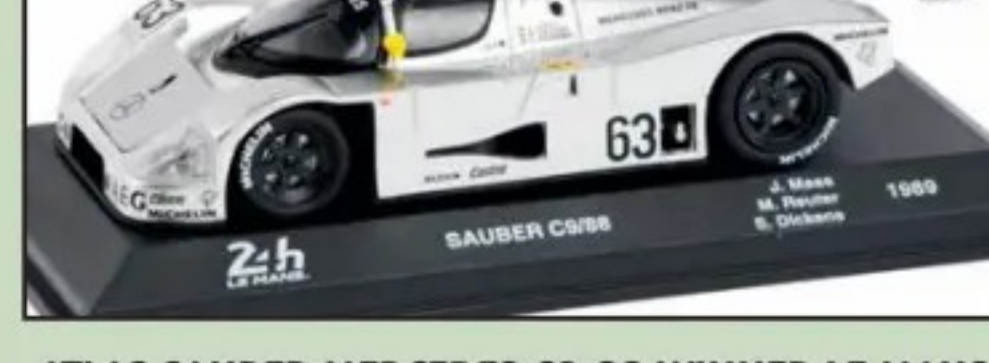
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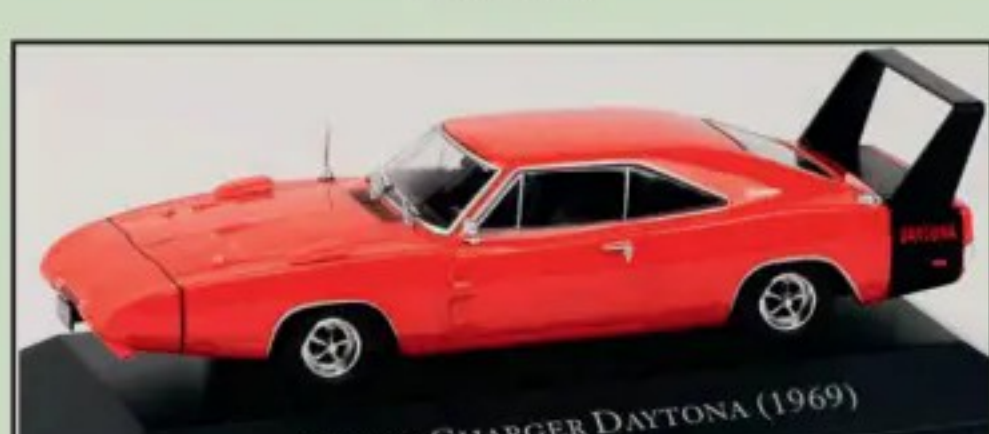
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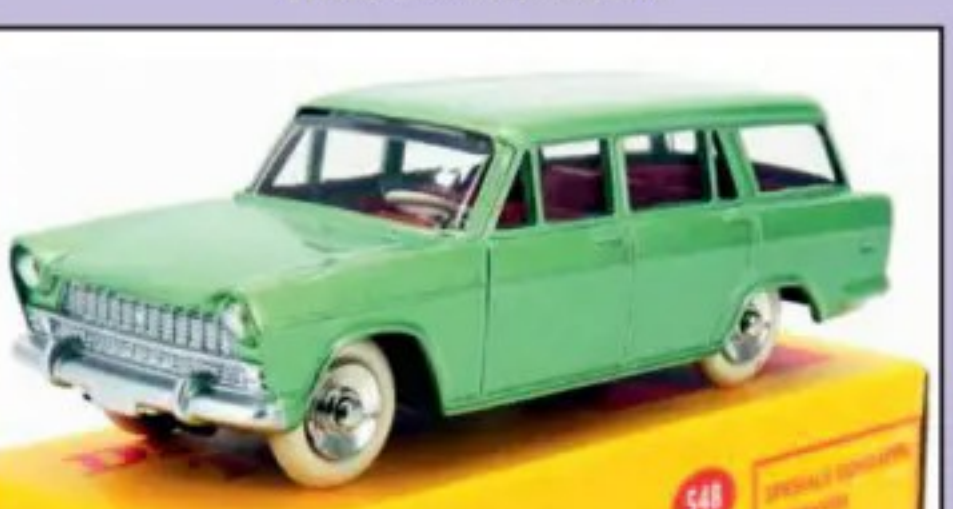
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What's new...

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

THE FIRST OF FOUR NEW SAAB FIGHTERS BY AVIATION 72 HAS JUST LANDED IN THE UK

Saab's JAS 39 Gripen is a light, single-engined, supersonic, multirole fighter aircraft manufactured by the Swedish aerospace and defence company. The Gripen features a delta wing and canard configuration and fly-by-wire flight controls.

In 1979, the Swedish government began development studies for an aircraft to replace the Saab 35 Draken and 37 Viggen in the Swedish Air Force. A new design from Saab was selected and developed as the JAS 39. Saab rolled out the first Gripen in 26th April 1987, marking the company's 50th anniversary, and on 9th December 1988, the first prototype (39101) made its maiden flight.

The Swedish Air Force ordered Gripens in three batches and the first serial production aircraft (39102) was handed over during a ceremony at Linköping on 8th June 1993. Later upgraded variants, featuring more advanced avionics, a more powerful engine, increased weapons payload capability, new cockpit, new avionics architecture, new electronic warfare system and adaptations for longer mission times, began entering service in 2003 and are fully NATO inter-operable. In addition to the aircraft's single 27mm Mauser BK-27 cannon, the Gripen is compatible with a number of different armaments, including air-to-air missiles, air-to-ground missiles and anti-ship missiles.

The version modelled here, serial number 39131, was the only Gripen ever painted in the classic

AVIATION 72
Saab Gripen JAS-39A
39131 Swedish
Air Force Splinter
Markings

SCALE: 1/72
PRICE: £62.95
REF: AV72-43-005

www.clevelandsdiecast.co.uk

RIGHT

The model comes complete with a very sturdy, metal display stand, packaged in a quality box.



ABOVE

The striking camouflage markings look superb and are fabulously finished.



'splinter' camouflage scheme that had originally been seen on its predecessor, the Viggen. Gripen 39131 first flew on 20 August 1996 and was retired at the end of 2012. This striking paint scheme was only painted just before retirement, so 39131 only flew in these colours a few times.

The model comes complete with a very sturdy, metal display stand, which slots very neatly over the rear of the canard wings. Once mounted, the model can be swivelled from side to side to allow for a variety of display angles. It also features a nicely-detailed cockpit, complete with a pilot figure. A selection of ordnance is supplied, for optional fitment, and the detailed undercarriage is fixed in deployed mode. The single-seater Gripen really looks the part and is wonderfully finished. The paintwork features a suitable level of sheen and the markings are all perfectly applied. ■

RIGHT

The real 39131 first flew on 20 August 1996 and was retired in 2012. This striking paint scheme was only painted just before retirement, so it only flew in these colours a few times.





MATRIX MODELS
1937 Cadillac V-16 Dual-Cowl Sport Phaeton – Top-up - Black
SCALE: 1/43 PRICE: £125 REF: MX50301-102

Fine model of this stylish "Caddy", with Matrix' usual high level of detail. Interior is in a bright shade of tan, almost orange. Also available in open form.

www.matrixscalemodels.com



MATRIX MODELS
1972 Cadillac Fleetwood Sixty Brougham - Black
SCALE: 1/43 PRICE: £125 REF: MX420301-472

Great model of the mid-range Cadillac Sedan, with matching vinyl-effect roof and red interior. Very good detail, down to the reflectors on the rear wing trim.

www.matrixscalemodels.com



MATRIX MODELS
1925 Mercedes-Benz 630K Murphy-bodied Roadster - Blue
SCALE: 1/43 PRICE: £120 REF: MX51302-242

Terrific replica of the top-line Mercedes, shown in top-up form but with the rumble seat open. Dark blue and with black top and red interior. Great detail levels.

www.matrixscalemodels.com



MATRIX MODELS
1939 Mercedes-Benz 770K Cabriolet - Maroon
SCALE: 1/43 PRICE: £125 REF: MX41302-231

Very fine model of this imposing convertible. The cream interior contrasts well with the bodywork and the wealth of plated trim. Great detail inside and out.

www.matrixscalemodels.com



MATRIX MODELS
1940 Packard-Henney Ambulance – Red / Black
SCALE: 1/43 PRICE: £125 REF: MX40601-051

Very well-detailed model, with a tan interior. All the auxiliary lights and sirens are there, and the small detail extends down to the tiny "ambulance" lettering.

www.matrixscalemodels.com



CORGI MODEL CLUB
Bentley Continental Sports Saloon
SCALE: 1/50 PRICE: £33.99 REF: 224

With silver plated bumpers and grille, plus Bentley's iconic 'Flying B' mascot sitting proudly on the bonnet, Corgi certainly pulled out all the stops to impress.

www.corgimodelclub.com



AVIATION 72
Saab Gripen JAS-39A Hungarian Air Force 59 TFW 31
SCALE: 1/72 PRICE: £62.95 REF: AV72-43-009

Another great release of Aviation 72's Gripen casting, in Hungarian Air Force colours this time. With metal display stand, ordnance and a superb finish.

www.clevelandsdiecast.co.uk



NEW DETAILED REPLICA FROM ARTITEC

Artitec's hand built resin and etched metal Massey Ferguson 830 combine has a weathered or used finish with good-looking decals on both combine sides. The wheels do not turn nor steer and the table is set at the correct height when cutting a standing crop.

It has good levels of detailing. On the table the reel has the tines set at the correct angle, individual fingers detailed on the knife and feed auger with flights and tines. Neither reel nor auger turn but the drive lines for both are detailed on the right-hand side of the table.

ARTITEC
Massey Ferguson
830 Combine

PRICE: £60
SCALE: 1/87
REF: 387.337

www.artitec.nl

Beside the detailed engine and on the driver's platform there's the driver's seat with matt black cushion, engine control panel, the wheel for setting the table height and a matt black steering wheel. The drive lines are visible through the screens on the combine's sides. Also the bagging platform on the left-hand side has wood effect flooring and the bagging hopper detail. Detailed on the right-hand side are the elevators and fuel tank.

Overall for a model in this scale it's a detailed replica. ■



ABOVE AND LEFT

The weathered paint finish to this Massey Ferguson adds to the overall display qualities of the model.



BRITAINS
Case IH Magnum 405 Tractor
SCALE: 1/32 **PRICE:** £51.99
REF: 43289

www.britainsfarmtoys.co.uk

Metal and plastic model with steerable wheels and a working rear linkage. The cab has folding mirrors, beacons, warning boards and good interior detailing.



BRITAINS
Claas Arion 660 Tractor
SCALE: 1/32 **PRICE:** £38.99
REF: 43374

www.britainsfarmtoys.co.uk

Well built, newly tooled tractor with steerable wheels, detachable cab and working linkages. With folding mirrors, warning boards and painted lights.



UNIVERSAL HOBBIES
Deutz Fahr 7250 TVV Warrior Tractor
SCALE: 1/32 **PRICE:** £108
REF: UH6484

www.deutz-fahr.com

Individually numbered and limited to a 1000 model run this tractor has excellent levels of detailing, steerable wheels and working linkages.



UNIVERSAL HOBBIES
Deutz Fahr 8280 TVV Warrior Tractor
SCALE: 1/32 **PRICE:** £102
REF: UH6686

www.deutz-fahr.com

Universal Hobbies newly tooled, well-built and detailed largely metal tractor has many working parts, including its' latest rear linkage. Production limited to 1000.



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AV7243005 - 1/72 SAAB GRIPEN JAS-39A
39131 SWEDISH AIR FORCE SPLINTER



AV7243006 - 1/72 SAAB GRIPEN JAS-39A
SWEDISH AF RONNEBY AIR SHOW 2004



AV7243008 - 1/72 SAAB GRIPEN
BRAZILIAN AIR FORCE



AV7243009 - 1/72 SAAB GRIPEN JAS39
HUNGARIAN AIR FORCE - 59 TFW - 31



MGT00904-007 - 1/64 ASTON MARTIN DBS NO TIME TO DIE
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510 WAGON OG FLO YELLOW



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KAIDO ROULETTE V1



MGTKHMG180 - 1/64 TOYOTA AE86 SPRINTER
TRUENO KAIDO STREET V1



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MAKING FRIENDS WITH NOREV'S FUNKY CITROËN AMI IS JUST THE TONIC YOU NEED

French carmaker, Citroën, debuted its Ami One concept car at the Geneva Motor Show, in March 2019. Developed alongside the production version, which was unveiled in Paris the following February, the new Ami (a nod to Citroën's iconic family car from the 1960s and '70s) is a two-door, battery-electric quadricycle. Initially aimed squarely at the younger driver, it can be driven in France by anyone over the age of 14 who holds an 'AM' licence. Limited to just 45 km/h (28 mph), it wasn't originally intended for the UK market, but it has proven to be a real hit with a much older age bracket!

Designed by Pierre Leclercq, with interior styling by Jean-Arthur Madeleine, its funky body shape is even more remarkable when you realise that the front and rear body panels are identical, and the doors are the same shape as each other too, keeping production costs down considerably.

In early 2022, with 23,000 cars already sold, Citroën launched a new top-spec version called My Ami Tonic. This special version features a new khaki and yellow exterior colour scheme and there are new headlamp bezels, which Citroën



NOREV
Citroën Ami 100%
Electric 'My Ami
Tonic'

SCALE: 1/43
PRICE: £32.99
REF: 151524

www.ayrey.co.uk

ABOVE LEFT

The front end of the Tonic looks great with its new 'sunglasses' headlamp bezels.

ABOVE RIGHT

Compare this with the shot to the left and it's easy to see that the front and rear body panels are the same.

says are inspired by sunglasses, and bespoke wheel trims, plus 'decorative' roof rails. Inside, there are yellow accents mirroring the exterior design, with the door pulls, bag hook and the two front recesses all finished in yellow. The khaki accents from the outside also feature on the dashboard storage bins and in the door net surround.

Norev has four versions of the Ami at 1/43 scale on its books and this is the latest to reach the UK. The casting captures all the quirky features really well, featuring a diecast chassis and lower body, with a plastic-moulded upper half (as it is mainly 'glass'). It's a really cute little model of this epic city runabout and the finish is excellent, capturing the satin finish of the real thing perfectly. All the graphics are there and the model also features plenty of interior detail to enjoy too. ■

LEFT AND BELOW
The casting captures all the quirky features of the Ami really well, and the ample 'glass' area affords an excellent view of the neat interior.





DIECAST MASTERS
Caterpillar 950 Wheel Loader
 SCALE: 1/50 PRICE: £120.99
 REF: 75770

The model has height adjustable arms with a good range of bucket curl. Details include metal safety railings and a replicated cabin interior.

www.diecastconstruction.co.uk



DIECAST MASTERS
Caterpillar 854K Wheel Dozer
 SCALE: 1/50 PRICE: £171.99
 REF: 85231C

A recent addition to the 'Core Classics' range, this Cat 854K wheeled dozer features an adjustable blade, articulated steering and decoration changes.

www.diecastconstruction.co.uk



CAVALLINO
Volvo FH5 Globetrotter XL with Faymonville MAX100 3-axle
 SCALE: 1/50 PRICE: €104 REF: 20-1300

This 3-axle trailer is telescopically extending to accommodate longer loads, with adjustable landing legs, rear axle steering and folding rear supports.

www.cavallino-store.com



CAVALLINO
Scania S Highline with 3-axle Container Trailer and 45' Container
 SCALE: 1/50 PRICE: €99 REF: 20-1223

This Jonker & Schut liveried tractor and trailer comes with a metal 45' container. The trailer has extending front and rear sections with adjustable landing legs.

www.cavallino-store.com



CONRAD
Scania R Highline 4x2 with 3-axle Curtainsider Trailer
 SCALE: 1/50 PRICE: €98 REF: 20-1308

Offering excellent levels of detail and realism for the very competitive price. Shown here is the 3-axle curtainsider trailer with Scania R Highline 4x2 tractor.

www.cavallino-store.com



CAVALLINO
Volvo FH5 Globetrotter 4x2 with 3-axle Refrigerated Trailer
 SCALE: 1/50 PRICE: €95 REF: 20-1213

There is plenty of detail and realism on this Volvo tractor which has been paired with a 3-axle Thermo King refrigerated trailer, complete with rear loading ramp.

www.mxx



BRITAINS
Case 651G Wheel Loader
 SCALE: 1/50 PRICE: £30
 REF: 43398

A simple but effective Case 651G wheel loader which looks the part. Not the most detailed model, but a good use of printing achieves some good results.

www.northwestfarmmodels.co.uk



BRITAINS
Case CX210E Tracked Excavator
 SCALE: 1/50 PRICE: £66.99
 REF: 43397

The latest generation of tracked excavator is represented by the CX210E, featuring linked metal tracks, replicated hydraulic lines, cabin screen protection.

www.northwestfarmmodels.co.uk

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NEW MODELS



REPLICARS
Hitachi ZX345US-7 Tracked Excavator

SCALE: 1/50 PRICE: €144 REF: n/a

www.hcmewebshop.com

This stunning excavator model has an opening cabin door revealing the authentic interior. The upper engine cover lifts to reveal the engine bay.



CONRAD
Kobelco SK270SR(N)LC-7 Tracked Excavator

SCALE: 1/50 PRICE: €145 REF: 2236/0

www.kobelcofanshop.com

Faithfully replicates the short radius dimensions, while the front end has an authentic range of movement with a neatly finished cabin interior.



DIECAST MASTERS
Caterpillar D8 Track-type Tractor

SCALE: 1/50 PRICE: £155.99

REF: 85757

www.diecastconstruction.co.uk

Features working front dozer blade and adjustable rear 3-shank ripper frame. A nice feature are the individual ripper shanks which fit using the included metal pins.



DIECAST MASTERS
Caterpillar D8 Track-type Tractor 'Waste Handler'

SCALE: 1/50 PRICE: £155.99 REF: 85758

www.diecastconstruction.co.uk

This waste handling version of the D8 comes with a black finished blade featuring an upper perforated spill guard with a rear counterweight block.



OTTOMOBILE
Renault 21 Nevada Phase 1 Argent Metallic 1988

SCALE: 1/18 PRICE: €69.95 REF: OT479

www.otto-models.com/en

Estate cars are seldom thought about within diecast, but this is a beautiful render of the R21 Nevada (Savanna). The accuracy of detail is pinpoint.



OTTOMOBILE
Renault Express Blanc Panda 1985

SCALE: 1/18 PRICE: €69.95

REF: OT466

www.otto-models.com/en

A lovely piece of homage to one of the hardest working LCV's of the 80s and 90s. OttOmobile set the bar once again, with key detail not overlooked.



AVIATION 72
Saab Gripen JAS-39A Swedish Air Force F 17 Wing - August 2004

SCALE: 1/72 PRICE: £62.95 REF: AV72-43-006

www.clevelandsdiecast.co.uk

Another great release of Aviation 72's Gripen casting, in Swedish Air Force 2004 air show colours this time. With metal display stand and a great finish.



AVIATION 72
Saab Gripen Brazilian Air Force

SCALE: 1/72 PRICE: £62.95

REF: AV72-43-008

www.clevelandsdiecast.co.uk

Another great release of Aviation 72's Gripen casting, in Brazilian Air Force livery this time. With metal display stand, ordnance and a superb finish throughout.

OTTOMOBILE DELIVERS VW'S SCORCHING HOT DESERT WIND OF THE SEVENTIES...

The first of three generations to carry the Scirocco badge was premiered at 1973 Geneva Motor Show. It was the 'sports model' of Volkswagen's 'new generation' water-cooled passenger car line-up. Opinions amongst enthusiasts vary of course as to which generation was best but the clean, sharp edged, original design penned by Giorgetto Giugiaro of Italdesign alongside its Golf and Passat stablemates is probably the most enduring. As if to underline its transition from air to water-cooling Volkswagen abandoned a fairly teutonic practice of numerical model designation opting instead for name themes as here with Scirocco the Mediterranean wind that comes off the Sahara.

OttOmobile has already released excellent models of the second and third generation Sciroccos and this release now of the first generation is long overdue. In terms of Volkswagen production history it was a direct successor to the Volkswagen typ.14 Karmann Ghia on Karmann's production lines at Osnabrück where over 504,000 first generation Sciroccos were manufactured between 1974 and 1981. Inevitably during that time modifications and improvements were introduced along with distinctive Special Edition and sales campaign models. Non of which however quite cut the image of the very early production version.

Available from the outset in various configurations including the lower end L and S models with oblong headlamps it was the TS with its double headlights and striking paint and upholstery options that, in 1974 and 1975 was the advertising and brochure image of the Scirocco. Interestingly KK-Scale are currently also releasing 1/18 Sciroccos in something like six guises



ABOVE
OttOmobile's superb early version Scirocco in top line GTi guise models a pivotal point in the car's history.

OTTOMOBILE
Volkswagen
Scirocco GTi - 1977

SCALE: 1/18
PRICE: TBC
REF: OT467
Marinogelb

www.otto-models.com



ABOVE
The wealth of authentic detailing includes depiction of the factory option plaid upholstery facings.

covering 1975 and 1976. OttOmobile's version though offers a particular and preferable choice for purists as it marks a pivotal point in Karmann history. The top line Scirocco GTi that OttOmobile has modelled entered production in the summer of 1976 for the 1977 model year just a few months ahead of the marketplace changing Golf GTi and coinciding with the cessation of Karmann's production of the Volkswagen-Porsche 914.

Significantly what the early Scirocco TS and the 914 had in common was that they were finished in unique Karmann factory paint and upholstery options combining, as they did, distinctive paint colours with optional colour co-ordinated plaid upholstery facings. By the 1977 model year with the Karmann Ghia and then 914 gone that Karmann palette of unique finishes had all but come to an end. From that point onwards rationalisation and changing fashions saw the Scirocco delivered in standard Volkswagen colours – such as here in L20A Marinogelb – yet for one more year still offered with the optional, colour co-ordinated, plaid faced upholstery. UK Scirocco buyers incidentally were, by then, restricted to a limited selection of subdued exterior colours.

As such OttOmobile's release brings many facets of the Scirocco history together where the clean lines of the original body style complete with chrome bumpers and those distinctive

first generation water-cooled model alloys met the change of tempo and tastes heading into the late seventies. It looks superb in all respects with a well chosen colour scheme for the first release. ■



LEFT
Volkswagen's clean, sharp edged, look by Giorgetto Giugiaro of Italdesign was the hallmark of its 'new generation' water-cooled passenger car line-up in the mid 1970s as perfectly captured here by OttOmobile.



Latest masterpieces from AutoCult...

Stephen Paul Hardy brings us right up to date with news of AutoCult's latest exclusive 1/43 sealed resin models including some very limited quantity releases...

ABOVE

The trio of different Aero 50 Dynamik Sodomka models produced to date by AutoCult. Although all three carry the 'Carrosserie Sodomka' signature "S" on the wheel hub fairings, together with other commonalities, each also have unique detailing. For example whilst the raised hood of the black over beige version is obvious it also carries bumpers, different boot handles and different engine louvres from the black over red version. While not visible in this photo all three also have noticeably different frontal styling attributes.

Before heading into covering those releases in detail though let's first delve into a now reoccurring subject theme from AutoCult. One with a fascinating backstory to it and a story of several chapters that underpins the first AutoCult model on the theme right up to the most recent.

THE AERO 50 DYNAMIK SODOMKA

In 1931 Aero, a Czechoslovakian aeroplane company in Prague, turned its attention to manufacturing automobiles with the introduction a small car named the Aero 10. Shortly afterwards came the Aero 16 and in 1934 its first with front-wheel drive – the Aero 30.

The highlight of its car range though came with the Aero 50 launched in 1936 and produced until 1941. With a platform chassis having independent suspension powered by an enlarged two liter, 50 hp, water-cooled engine and three speed gearbox it was capable of 120km/h. Saloon and roadster versions styled to attract buyers in the luxury class were offered. In addition there was also the option for customers to commission bodywork from specialist

coach-builders including an aerodynamically streamlined version known as the Dynamik crafted by 'Carrosserie Sodomka'.

In his book "Automobily Aero a jejich doba" ("Aero Automobiles and Their History") historian Karel Jicinsky records six Aero 50 "Dynamik" having been built between 1939 and 1940. Archive photographs exist of these Dynamik variants and two examples are known have survived. One is displayed in the Museum of Czech Car Bodywork in Vysoké Mýto and the other – car number 5 – has an amazing history that, at its low point, saw it abandoned in the Tuscon desert, Arizona in 1970.

Originally delivered to František Louda, a former Olympic hammer thrower and champion amateur boxer turned prominent carpenter and architect, in 1940. It was in use until 1942 before being hidden when Louda joined the Resistance to the invading Axis Powers. In December 1945 Louda gifted the car to his friend Samuel Harrison Thomson who exported it to Colorado USA and owned it for about 15 years. It then went through a succession of other owners until being abandoned. It was subsequently recovered in the 1980s and restored.



Finished in striking red and black paintwork it attracted a lot of automotive press attention including being featured in the June 1990 issue of Road & Track. Its current owner acquired it in August 2022 with a winning bid of \$346,000 at RM Sotheby's auction in Monterey, California.

It is this Dynamik number 5 that is captured in miniature by the latest AutoCult version made as an exclusive 166 piece release in the Edition Masterpieces range (#90323). The two previous versions, in reverse chronological order of release, were another Edition Masterpieces issue in closed guise with black over beige paintwork (#90243) from August 2023 and the original AutoCult open version in blue released back in April 2020 (#02022).

What is significant is that each of the three models is slightly different from the others with variations in frontal and other details that needs careful inspection of all three sat together to fully appreciate. And all three can also be referenced back to the archival and museum photographs easily found through internet research. Each is a fabulous model in its own right, together they make an absolutely stunning trio.

MORE EDITION MASTERPIECES

Two more in the Edition Masterpieces catalogue for Ferrari marque fans:

- **Ferrari 308 GTS Spider Dagger DX 'George Barris' - 1978 (#90322)**

ABOVE LEFT

Looking good in its two tone paintwork this 1938 Škoda 1100 Typ 927 Popular is the latest exclusive Czech themed release from AutoModels.cz of Prague.

ABOVE RIGHT

The very heavily modified Ferrari 308 GTS Spider Dagger DX, owned by custom car legend George Barris, is fully replicated in all its ostentatious glory in 1/43. In stark contrast the immaculate, understated perfection of the rare Ferrari 365 GTC-4 Spyder below it highlights the variety of Ferrari models AutoCult are producing for the Edition Masterpieces range.

BELOW

Three variations of "bluelight" Opel Omega A Caravans of the 1990s are exclusive releases in the Arwico Swiss Line Collection limited to 150 pieces in each livery.



Wow! - a model that will also delight collectors from several other theme followings in addition to Ferrari including classic-custom and film related cars!

George Barris was a key player in the American Kustom Kulture scene originating out of California. Output of his Barris Kustom Shop in Los Angeles included quite a few film related creations including the original Batmobile, The Munsters "Drag-U-La", The Jalopy from the Beverly Hillbillies and K.I.T.T. from Knight Rider.

In addition to these and many others he also indulged himself in customising his own cars including this 308 GTS. Work that involved a massive amount of restyling to both interior and exterior of the Pininfarina original using a considerable number of additional parts and many hours of work and now modelled in extensive detail by this new release. (And as a closing comment after completion of its customisation Barris' 308 made a cameo appearance on Knight Rider as the "Dagger D-X")

- **Ferrari 365 GTC-4 Spyder - 1971 (#90306, blue)**

And we are talking here of the rare upon rare (and very expensive): just a handful of Spyder conversions were undertaken on cars drawn from the C4 production run itself only comprising of 500





ABOVE

As a specialist subject that enjoys a very dedicated following this latest Swiss issue Steyr-Puch Pinzgauer 710 is likely to be sold out pretty quickly.



ABOVE AND LEFT

An even more limited production run than the Swiss version Opel Omega A Caravans, this pair have been released in just 75 pieces each for Peter Nasshan Modellautos. Depicting two versions used by the police in the shop's home town of Mannheim they, like the Swiss versions, come finished to a high level of authentic detailing.



examples. AutoCult's beautiful looking miniature underlines the view taken by many Ferrari enthusiasts that the Spyder conversions based on the C4 are far more attractive than those based on the Daytona.

SWISS EXCLUSIVES

Following previous Arwico Swiss Line Collection



exclusive Steyr-Puch models by AutoCult comes this superb pair both of which represent Swiss Armed Forces vehicles:

- **Steyr-Puch Haflinger 700 AP 85.005567**
- **Steyr-Puch Pinzgauer 710 M 4x4 with trailer pump 85.005552**

And in addition a trio of "blaulicht" models based on the Opel Omega A Caravan - 1992 with superb authentic detailing including amassed equipment stored in the rear luggage area. Unlike most standard AutoCult production runs of 333pcs these are limited to 150 pieces in each livery and are sure to delight 'bluelight' and Opel collectors alike as well as selling out fast.

- **"Militärpolizei" 85.005557 (#90307)**
- **"Police Cantonale de Genève" Art.-Nr. 85.005558 (#90308)**
- **"Kantonspolizei Aargau" 85.005559 (#90309)**

NASSHAN EXCLUSIVES

As I write this news has just come through of another pair of models based on that Opel Omega A Caravan this time AutoCult exclusive models for Peter Nasshan Modellautos of Mannheim depicting two versions of it in contemporary German Polizei mint green and white livery as used by the Mannheim Police:

- **"Polizei Mannheim" Identification "PT2/164" / Police Station Mannheim-Neckarstadt (#90310)**
- **"Polizei Mannheim" Identification "PT2/124" / Police Station Mannheim-Feudenheim / with recruitment of young talent promotion "Polizei. Der Beruf. So interessant wie das Leben" (#90311)**

As with the Swiss versions these are superb and in authentic detail complete with loaded equipment in the rear luggage area retained safely behind the Opel factory equipment cargo net screens. At just a mere 75 pieces each these are also going to be very sought after releases.

I think that it is also worth saying that in addition to being an AutoCult main retail outlet for Germany Peter Nasshan Modellautos also carries extensive stock of the other exclusive releases including the Swiss Line range that is usually only available from outlets in Switzerland.

CZECH EXCLUSIVE

Supplementing the AutoCult's exclusive releases for AutoModels.cz of Prague I mentioned in *Into Autumn* (DC September 2024 issue) comes a companion model

- **Škoda 1100 Typ 927 Popular - 1938 (#90372 maroon/black) previously (#90186 beige) (#90187 black)**

As a follow on I will be taking a round-up of AutoCult's own catalogue releases for 2025 to date in my regular quarterly review slot as we head *Into Summer* next month in the June issue... ■

FURTHER READING

<https://en.pokladnicezazitku.cz/museum-of-czech-car-bodywork/>

<https://www.nasshan.com/en/autocult/>

Rolling with Kess



Mike Coupe looks at the new 1947 Rolls Royce Phantom III Labourdette Vutotal Cabriolet, from Kess Models.

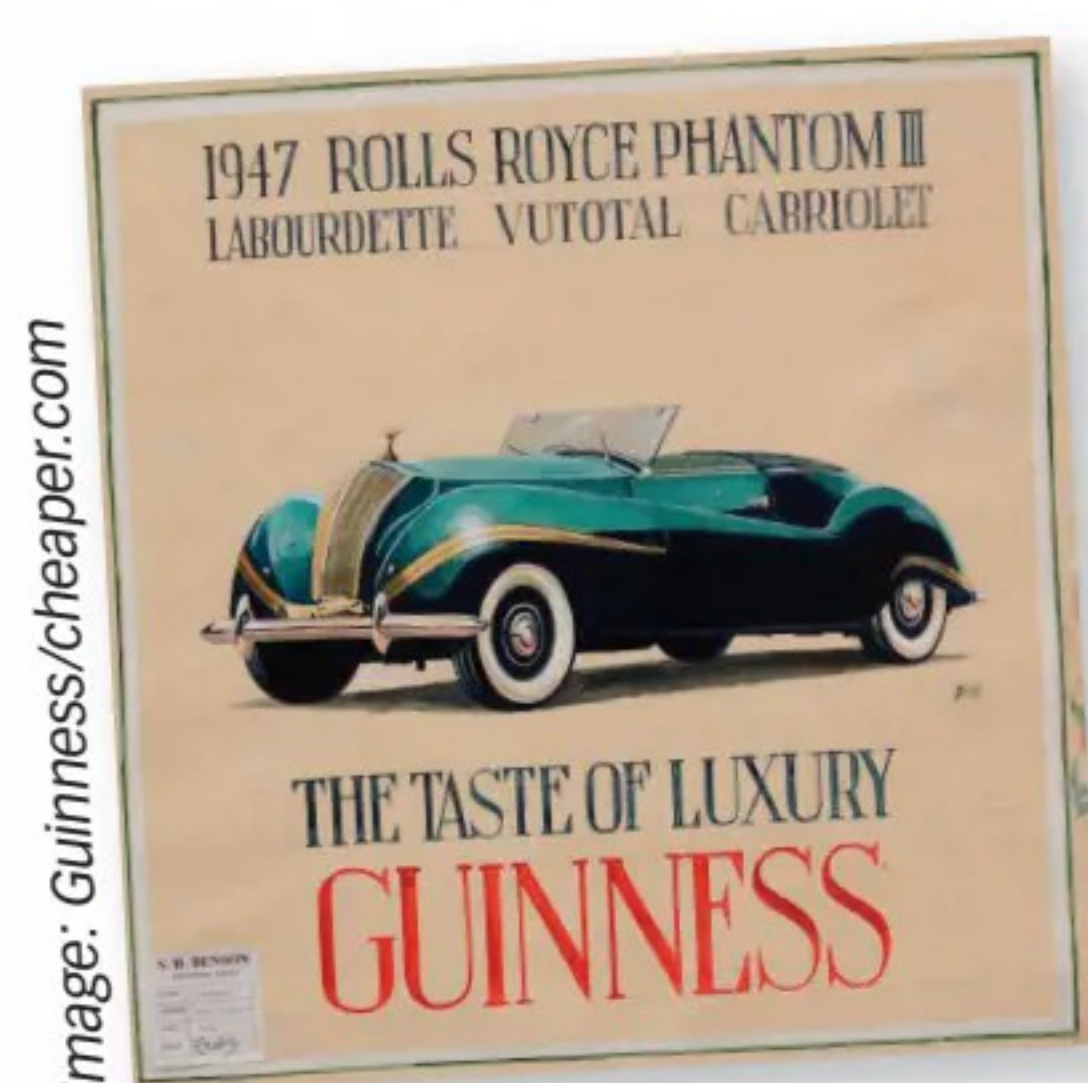
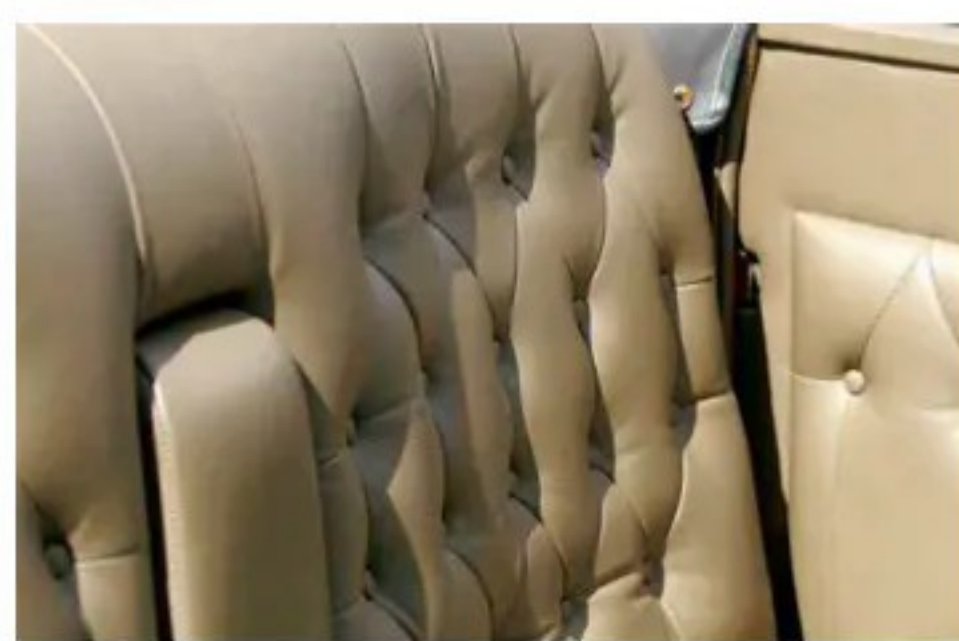


Image: Guinness/cheaper.com



ABOVE The seat detailing in the original. Image: Richard Owen @Supercars Net



ABOVE The seat detailing in Kess' version is just as stylish.



ABOVE The beautiful dashboard. Image: Dan Nicholls



ABOVE ...and replicated in miniature form.

Once upon a time, the collector of models of British cars was spoilt for choice, not only by the big boys who produced mass produced models but also by the smaller artisan producers; Somerville, Pathfinder, Crossway, Spa Croft and Lansdowne. Sadly, most of these smaller producers have passed into modelling history, Lansdowne, at the moment, excepted, although with a much reduced output. We needn't fear however as this corner of the market is now being filled by the likes of Matrix, Neo, Kess and other producers, but this time the material of choice is resin, and unlike their predecessors, the models are made generally in China. Also, the medium chosen, plus the cheaper labour costs, means that highly detailed models are available and at an affordable price. However, because many of the "bread and butter" cars have already appeared in model form, the resin manufacturers are resorting to producing models of the more unusual models.

This brings me round to the reason for writing this article. The most recent release from Kess Models is of the 1947 Rolls Royce Phantom III Labourdette Vutotal Cabriolet, and it couldn't look much less like a Rolls Royce, lacking many of the trappings we associate with a Rolls. Not least the iconic radiator grill... and there is a reason for this.

The car was originally a 1939 Rolls Royce Phantom III Sedan De Ville with coach work by Hooper and Co., which had attracted much attention at European motor shows including in London, before being shipped over for display at the 1939 New York Fair. It was there where the car was purchased by Louis Ritter, a renowned New York furrier and real estate agent buying and selling hotels. That was where he met his one-time wife, sex symbol and actress, Carroll Baker.

Anyway, I digress. Ritter then shipped the car over to France, where he commissioned the French coachbuilder, Labourdette of Paris and gave them carte blanche to redesign the car. Because of the onset of World War Two, work was delayed and the car was hidden for the duration. Work commenced in 1947 when the original body was replaced with Labourdette's creation. None of the Rolls features were retained with the exception of the "Spirit of

Ecstasy" bonnet mascot, and the Cloisonne inserts in the doors. The Rolls also featured the "Vutotal" windscreen, patented by Labourdette, which didn't require a screen surround, being bolted directly to the firewall, giving an uninterrupted view of the surrounding landscape.

The boat tail body was decorated with brass inserts to accentuate the fenders and the extremities. It was originally painted red, but when bought from the Blackhawk Collection, it was repainted in the darker two-tone grey for the John W. Rich Automobile Museum in Frackville, Pennsylvania. The conversion was carried out at a cost of \$44,000, the equivalent of around \$628,000 (£500,000) today. It was Labourdette's last rebuild.

And so, to the model. At first appearances, the Kess Rolls Royce looks to be an excellent representation of the full-size vehicle and is available in both the earlier and later colour schemes; red, and two-tone metallic grey. As with the full-size car, the "brass" inserts are applied superbly to the front and rear wings, and the boat tail rear end. The red version has a pale grey interior, whilst that of the two-tone version is a mid grey. In both instances, the floor is black. Exterior detail is limited, as on the actual car; bonnet trim, discreet door handles, the cloisonne inserts in the door, bumpers, and etched windscreen wipers. Of course no model of a Rolls Royce would be complete without the "Spirit of Ecstasy", also in "brass" which sits proudly atop the non-standard Rolls Royce curved radiator grille. The Rolls rides on white wall tyres, the wheels matching the body car of the car in each case, with plated embellishers and hub caps. The windscreen is of course, pillarless as on the real car.

The car was featured in a Guinness advert of the time, comparing its luxury to that of the stout. The Kess Rolls is a superb model of an unusual and unique vehicle, the result of the whim of one man, and the creative flair of another. Each version has a production figure of only 250 pieces worldwide so if you want to add one to your Rolls Royce collection of model cars, you'd better get off to your favourite dealer as soon as possible, as with most of these highly detailed resin models, they sell out quickly and the Rolls has been available for a few months now. ■

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The K3 evolution

After Porsche officially lost interest in the 935 by 1978, some privateer teams took the task of further developing it. **Francisco Mota** looks at what German specialists Kremer Racing made of the original car, with their K3 evolution version. Photos: João Carlos Oliveira

In Part 1 of *Porsche 935 – The privateers* (Diecast Collector, April 2025), we looked at the early cars raced by various teams around the world. We focused on cars developed by Porsche since 1976, when the new Group 5 regulations started for the second division of the world endurance championship. Firstly, Porsche built cars for their own official endurance team to run and only when they considered the 935 reliable enough, they started to build customer cars and sell to privateer teams. A dedicated production line, installed at Porsche's headquarters in Zuffenhausen, Germany, made all the cars this very specific market demanded, delivering examples ready to race. A racing customer service team took care of all required maintenance, as well as providing any spare part that each team might need. As always with Porsche, this was a well-structured operation, with the business part very well organised and obviously reasonably profitable. However, at the end of 1978, Porsche had other priorities in the race department and halted any further development of

the 935. They still kept providing spares and any technical support needed to their customers, but that was as far as Porsche would go, concerning the Group 5 operation.

A LITTLE OF DIY

In the eyes of many privateer teams, the Porsche 935 was still a car good enough to compete in the world championship for makes, as well as many other series around the globe, that ran Group 5 regulations or similar, like the IMSA in the USA. Some teams started a DIY development of the basic 935, not all of them reaching a result better than the starting point, it must be said. The reputed and experienced German Kremer racing team was equipped with the people and the tools needed to make a serious and competitive evolution version of the 935. In fact, they had already started their own 935 development program in 1976, with the 935 K1 (recognisable by its particular aerodynamic details). The engineering upgrade took off in 1978, preparing for the following



season when the 935 K3 was presented to interested privateers. This was not only a re-bodied car... even if it had a new one! The front spoiler and front wheel arches had a retouched design, while the rear was completely redesigned featuring a bigger rear wing and a smaller slope in the rear window. There were side fences both in the front and the rear of the car. The main difference was that the roll-bar was now a much more complex affair, including attaching points at each suspension top, effectively transforming the K3 into a tubular space frame car, instead of a reinforced monocoque. In the engine department, the biggest innovation was the new air-to-air intercoolers, they were lighter than the water-to-air ones used by Porsche and positioned just ahead of the rear wheels. They were also force-cooled by having air drawn through them by the engine cooling fan. For Le Mans, the 3.0-litre boxer engine had a faster fan. For sprint races, Kremer used a 3.2-litre on 1.7 bar boost, reaching over 800 bhp. The new car was immediately successful, winning the 1979 Le Mans 24 hours race, beating all the prototypes entered. This made the car very popular among privateer teams, leading Porsche racing customer services to sell a kit to transform the 1978 regular 935 into something very similar to the Kremer K3. There were other teams that developed the original 935 even further, but none had the success of the Kremer K3.

ABOVE LEFT TO RIGHT A colourful trio of 935 K3: Malardeau, Hawaiian Tropic entered the 1980 Le Mans 24 hours, while the pink Japanese car entered the 1981 Suzuka 100km.

RIGHT A wider and deeper front end made the K3 look different from the original car made by Porsche.



ABOVE A special rear wing, higher than the one seen on the regular Kremer K3 car was a development of this Appel Computer team for Le Mans.



ABOVE One of the most colourful liveries seen in a privateer Porsche 935 is this Apple Computer rainbow from 1980.



ABOVE This is the Porsche 935 K3, an evolution version developed by the privateer German team Kremer.



MODELS AT 1/43 SCALE

For this feature we gathered a group of scale models made by Spark, mainly Kremer K3 specification examples. As in Part 1, our aim was to find some of the most visually interesting reproductions, among the several dozens made by this model manufacturer. They are all resincast models, made to a very high quality level, as is the norm with this Chinese producer.

We start with an iconic livery, the Apple Computer rainbow as seen in the 1980 Le Mans 24 hours. Here we can see the many differences between the early 935 and the K3 version. Note the rear window in an almost horizontal position and the rear wing. Wheels are classic BBS affairs, painted gold and aluminium. The car, driven by a team of three USA drivers, failed to finish due to engine troubles but it is one of the most sought after K3s replicas at 1/43 scale.

Next, we have three scale models in a nice composition of yellow, white and orange, that João



ABOVE In this first trio we have, from the left, the 1980 Sebring 12 hours race winner, sponsored by Sachs; the 1980 Le Mans entered car with number 85 and sponsored by Sun System and the 1981 Le Mans Travel Cruiser sponsored car with race number 55.



ABOVE A look from the rear shows almost no differences between the three. Although looking closer we can see the exhaust system has a different configuration in car number 6.

Carlos Oliveira's lenses seemed to love. The first one has race number 43 and is sponsored by Résidences Malardeau, a real estate company in France. It is a very simple livery, but it works fine. There are three small lamps on the front of the roof presumably for the team in the pit lane to identify its car at night, when arriving to the start/finish straight. It also features a lower rear wing than the Apple car and a slightly different arrangement for the rear end. Wheels have the typical heat extractors as used by many 935s, painted black with golden lines. The rear window looks a little more tilted than the one on the Apple car. It was seen at Le Mans in 1980 but didn't get to the end, due to gearbox problems. Next to this we have car number 70, painted white with orange and two tones of blue, on the sides and sponsored by the auto parts supplier SACHS. The car, with race number 70 was entered by the famous Dick Barbour Racing team also at Le Mans 1980, and finished an honorable fifth overall and won the IMSA class. The third car in this group is the orange "Sartec" sponsored car with number 41. It features the same front end as the other, while featuring a slightly different design for the rear wheel arches. The car was entered by Kremer itself in the same 1980 Le Mans race, but had a DNF due to engine failure.

1980 WAS THE YEAR

For the next trio of 935 K3s we start with something different, the 1980 Sebring 12 hours race winner with race number 6. It is another Dick Barber Racing team entered car with a similar livery as the same year's Le Mans car of the same team. Wheel heat extractors are painted the same blue as the race number and there's a rounded shaped mesh net in front of the main front air intake.

Next to it, we have another 1980 Le Mans car, a very prolific year for 935 entries, it's the yellow "Sun System" sponsored car. It looks quite standard by 935 standards,



LEFT Double exhaust pipes, positioned at the center, under the rear bumper are a trademark of all Kremer K3 cars, but not all look the same.



ABOVE A rounded, shaped mesh grille positioned to protect the original grille at the front of this 12 hours Sebring car, is perfectly replicated by the model maker.



LEFT Probably the most loved wheel rims in the history of motorsport, the famous BBS with golden crossed spoke centre and aluminum wheel are very well reproduced in this model.

but we can still spot double air scoops ahead of the front wheels, something that not every K3 used. It also features an extra red lamp on the rear bumper's left side. The third example is a white car with race number 55, sponsored by "Travel Cruiser" and featuring two rods near the base of the windshield. The car raced in the 1981 Le Mans race, finishing fourth overall and winning its class.

In the next three cars we have a red K3 with the race number 69 and sponsored by the Le Mans iconic sponsor Hawaiian Tropic. It has a small roof aerial and double air



ABOVE From left, the Hawaiian Tropic 1980 Le Mans car, followed by the T-Bird Swap Shop as entered in the 1981 Nürburgring 1000km and the BP Le Mans 1981. Look beyond the liveries and you can find small differences.



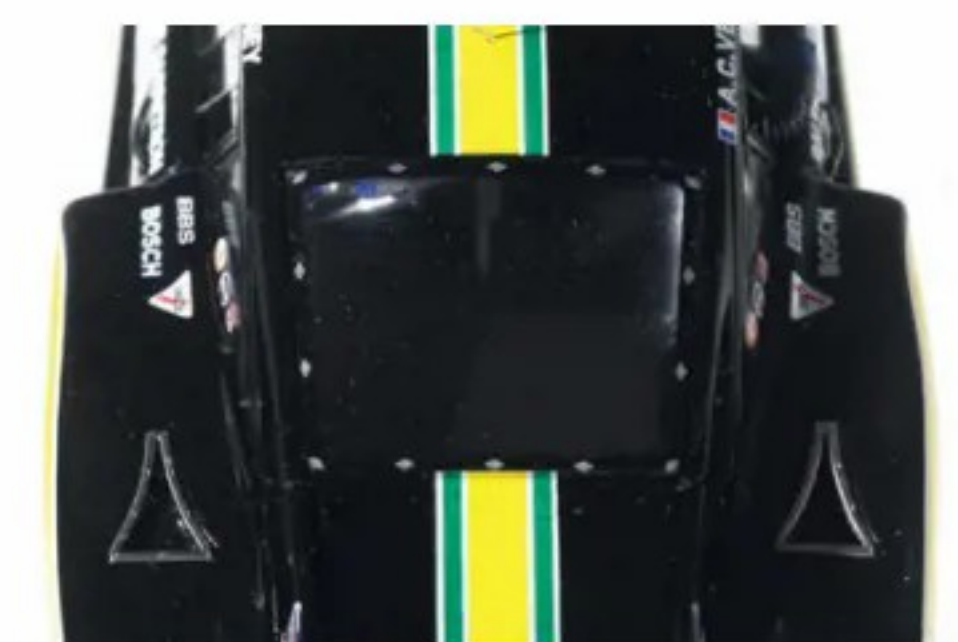
ABOVE From left, Japanese sponsored 1981 Suzuka 1000km car, then the Kreepy Krauly 935J as seen in the 1981 Kyalami 1000km race and the final one is the black and light green Wera sponsored car that entered the 1981 Le Mans race.

RIGHT T-Bird Swap Shop multi-colour livery had some artistic touches, in a very typical 1980s way.



ABOVE White net inside driver's door window to protect him in case of a lateral collision was an import from USA races.

RIGHT BBS wheels with heat extractors to cool the hard pressed brake discs, were used by many teams with different degrees of success.



ABOVE The rear window was much closer to the horizontal position in the K3 than in the original 935. It improved aerodynamics.



intakes ahead of the rear wheels, plus a white safety net in the driver's window. The car entered Le Mans 1980 but did not finish, the result of an engine failure.

Next to it, we have the white "Thunderbird" sponsored car with race number 27. It has a very colourful livery, with multiple colours each side of the car, with a bird shaped design ahead of the front wheels. It was raced at the 1981 Nürburgring 1000km and won that race in the grueling "green hell".

The last model in this group features a very interesting colour scheme, with a basic black with

yellow and green stripes of their main sponsor, BP. It features a pair of lamps on the front right side of the roof, so the team could identify it through the night. Exhaust pipes are more visible than in other K3s. Endplates of the rear wing are also taller.

A RARE 935 J

For the last trio we have a pink and white car sponsored by a Japanese company, written in Japanese characters. It makes sense because it raced in Japan's 1981 Suzuka 1000km. The model has an aluminium tube outside the rear door's window to cool the cockpit. It also has pink wheel heat extractors. Next to it, we have the only 935 which isn't a K3, this was called a 935 J as it was made by Joest racing team. It uses the rounded shape headlamp clusters of previous versions and a different designed rear wing. It is sponsored by Kreepy Krauly and race number 3, it entered the Kyalami 9 hours race in 1981 and finished in the third place overall and first in its class.

The last 935 K3 of this article is a black car with white and light green liveried car with race number 61 and sponsored by Wera. It has a black tube through the right door window to take fresh air into the cockpit, plus a small roof aerial. The car was entered the 1981 Le Mans race but did not finish because of engine problems.

The Group 5 rules ended in 1982, however the Porsche 935 kept on racing in various series where it was allowed, mainly in the USA, as late as 1985. There are more 935 models to collect from this model maker, making for a very colourful mono-model collection. Far from being boring, the fact that almost each real car was different from the others, due to "improvements" made by privateer teams, makes for an interesting collection, trying to find what makes each 935 scale model different from the others. ■

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70 years of the Citroën DS

Andrew Ralston gives you an overview of Citroën DS models, from the 'hard to find' to the collecting classics.

Seventy years old and not a wrinkle!". That's the verdict of one French motoring journalist on the timeless Citroën DS 19, first seen by admiring crowds at the 1955 Paris Motor Show where it caused such a sensation that 12,000 orders were reportedly placed by the end of the day.

The designation 'DS' echoes the French word *déesse* which means 'goddess' and this year's seventieth anniversary was certainly a godsend for the organisers of the famous Paris Retromobile classic car show who not only used a picture of the Citroën in their advertising posters but laid on a spectacular display of surviving examples. Pride of place went to a unique recreation of a 1959 Citroën publicity stunt where the car was shown apparently floating on water, with the wheels replaced by four giant balloons – the point being to draw attention to the legendary smoothness and stability of the car.

What is it about the DS that makes it so special? It wasn't that it was fast and powerful, for the engine was basically the same as the one in the earlier Traction Avant 11CV which dated back to 1934. It took a French philosopher, Roland Barthes, to put his finger on the car's appeal. "The new Citroën," he wrote, "has fallen from the sky in as much as it appears at first sight as a superlative object," looking so futuristic that it was compared to a spaceship in 1955. Seventy years later, the shape remains timeless and it's no coincidence that the designer, the Italian Flaminio Bertoni (1903–64), previously worked as a sculptor.

The engineering was just as advanced as the styling and was the work of former aeronautical engineer André Lefebvre (1894–1864). The DS had an elaborate hydraulic system integrating suspension, braking and gear changing which set new standards of roadholding but took some getting used to and there are stories of early owners crashing their cars because they hadn't quite got the hang of the controls. This led Citroën to introduce a simplified ID19 model in 1957 with more conventional transmission. An ID estate car followed in 1958 and coachbuilder Henri Chapron used the DS chassis for some exotic coupe and cabriolet designs. 1968 saw a restyling of the front with faired-in double headlamps – a facelift generally reckoned to have been an improvement. The weak point of the car, the lack



ABOVE
Revised frontal appearance of post-1968 models. This is a recent Solido issue in 1/18th scale.



ABOVE
Publicity for the 2025 Retromobile show featured an image inspired by a famous 1959 Citroën advertisement showing the DS 'floating' on balloons instead of wheels.



ABOVE
Citroën DS 19: a shape which was futuristic in 1955 and still looks fresh today.

of power, was addressed in 1965 with a bigger engine (hence the DS21 designation), further increased in 1973 (DS23).

The seventieth anniversary of the DS is the ideal time for an article examining models of the car, but that is easier said than done, for there are so many of them. Back in 1995 Dutch architect and Citroën enthusiast Marc Hermans tackled the monumental task of cataloguing them all in his 'Encyclopedia of Toy and Miniature Citroëns' and he listed 600 variants. An impressive total, but that was thirty years ago and since then the model car market has grown enormously thanks to the progress of the Chinese diecasting industry. So, in 2015 another Dutch collector, Marten Boersma, published *Citroën DS in Miniature: An Encyclopedic Collection*. With assistance from Marc Hermans, he covered DS models in every conceivable form – not just commercially-produced diecast, tinplate and plastic replicas but pedal cars, sculptures, scratch-built models and artists' interpretations. This resulted in a hefty volume which, incredibly, contains around 5000 different references.

If it takes a 464 page book to list all the known replicas of the DS, we can hardly do the subject justice in one article. A very selective approach is the only possibility and in the pages that follow I'm going to look at a personal selection of models grouped under three headings: the Classics, the Hard to Find and the Affordable. Note that only the cars are discussed here and the many variations of the ID estate car by French Dinky, Corgi, Norev and specials like the Citroën Presidentielle are omitted for reasons of space.

THE CLASSICS

Certain classic obsolete models from between the mid-1950s and mid-1970s form the basis of every Citroën collection. Naturally, the greatest choice comes from France and the JRD brand is considered to have been the first to model the car in diecast form in 1956 – which isn't surprising as this firm had close connections



with the motor manufacturer and was the maker of 'Les Jouets Citroën' tinsplate promotional models. Slightly larger than Dinky-size, the JRD came in colours based on the real car and featured window glazing. There was also a convertible, though this is slightly awkward looking on account of the high and oversized windscreen. The tooling of diecast models doesn't usually survive for decades but from 1985 onwards the JRD was reissued in many more colour variations, fortunately marked '85' underneath to avoid confusion with the originals. French Dinky didn't bring out their DS until 1959 (No.24C) and at first it lacked window glazing. Five years later came a much more sophisticated casting (No.530) with opening boot and bonnet, later refinished as a police car and, in 1976, with a modified front as a DS23, now manufactured in Spain.

The other leading French diecast brand, Solido, made a DS to roughly 1/40 scale as part of the 'Junior' series which could be taken apart. The body is zamac with the windows and roof being a one-piece plastic moulding which in a sense reflects the use of plastic in the real vehicle for the roof panel. It was only decades later that Solido brought out a regular 1/43 sized replica. Two Matchbox-sized DS models can be found, by Gitanes and Midget Toys respectively, belonging to small ranges which contained other French cars, vans and trucks, though the Citroëns fetch a higher premium than the others.

You'd expect to find lots of diecast Citroën DS models made in France, but some were made in the UK as well, perhaps because Citroën had an assembly plant in Slough and offered a DS with different trim thought to have more appeal to British motorists. Corgi were first, with a saloon in 1957, later fitted with seats and suspension in 1960 and also produced as a Monte Carlo rally car. Corgi then turned their attention to the Safari estate car in various winter sports guises and there was an interesting DS21 Tour Manager's car with special pick-up bodywork for the Tour de France cycle race, carrying a figure and spare bicycle wheels on a rack at the rear. This casting was reworked and made an unlikely appearance in the *Magic Roundabout* cartoon series of 1971. But the most attractive Corgi Citroën of all is perhaps the 'Le Dandy' coupe, one of Chapron's designs,



ABOVE Impressive 1/12 scale remote-controlled DS from Paya of Spain. Note the word 'Tiburon' on the box which means 'shark' in Spanish – a nickname given to the car on account of the distinctive frontal appearance. Photo courtesy of Vectis Auctions.

nicely replicated with wire wheels and extra front lights.

In 1959 Matchbox gave us a simple yellow DS saloon and – surprisingly for a company better known for toy guns – Lone Star made three separate models of the car. A turquoise DS was the last addition to the 1/50 scale Roadmaster series which had previously consisted mostly of American cars. The simple 'TufTots' series of 1968 contained a 1/86 scale convertible, either with a driver and racing number or with a closed plastic hood. The tiny 32mm long saloon produced as part of a set of vehicles to go with Lone Star's Treble-O-Lectric trains must be a contender for the smallest commercially produced diecast DS model.

Undercutting diecast sales on the French market were many plastic competitors, the two biggest being Norev and Minialuxe, both of whom were quick to introduce models of the DS and update them over the years. Thus, Norev began with a DS 19 saloon in 1956 (finished in two-tone colours like orange and cream as used on the real car) and by the seventies offered the DS21 in both



ABOVE Corgi's version was released in 1957 and was the first non-British car in the Corgi range. According to Corgi's Chief Designer, Marcel van Cleemput, the sharply sloping rear meant there was not enough space to produce a mechanised version of this model, but it did have a diecast chassis.



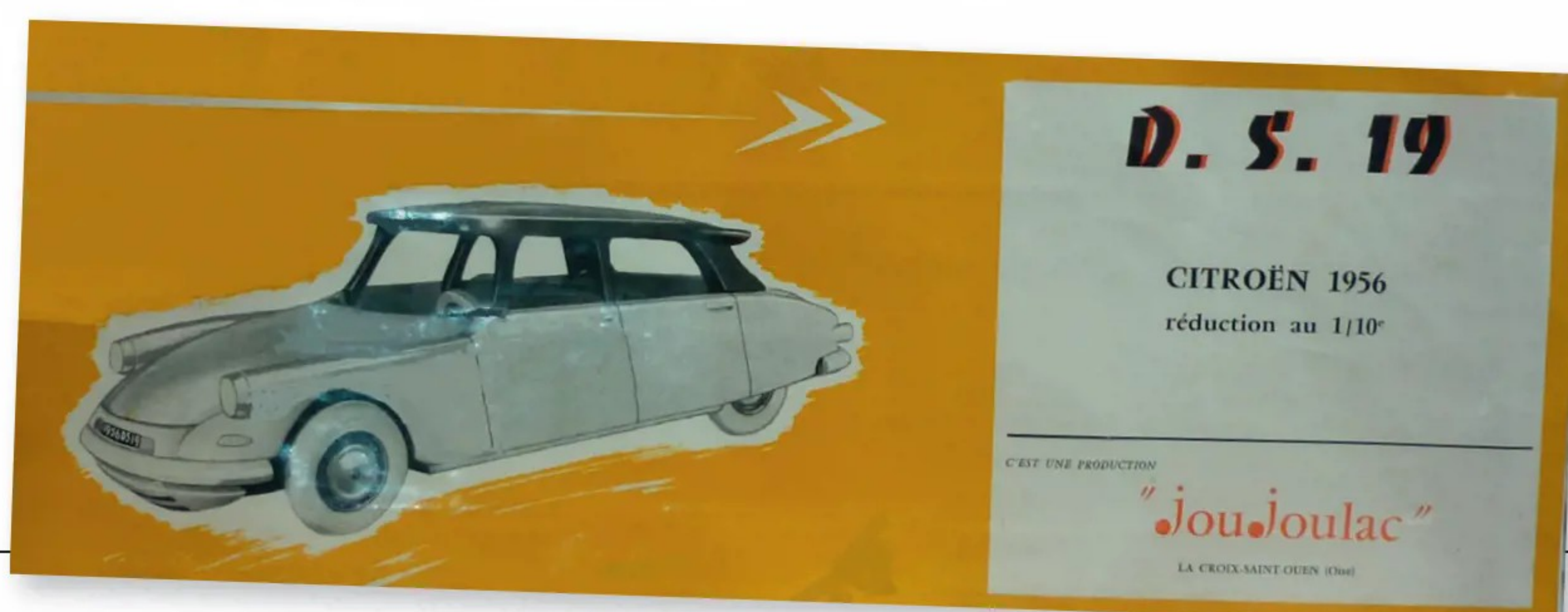
ABOVE Introduced in 1957 as no. 24C, the French Dinky DS 19 acquired window glazing the following year (ref. 24CP) and was renumbered as 522 in 1959.



ABOVE An entirely new Dinky Citroën came out in 1964, with interior, suspension and opening parts – an indication of how much the diecast industry had progressed in a few years. This was one of a selected number of French Dinky Toys distributed in the UK.

BELOW The earliest Citroën DS 19 toy or model to go on sale is believed to have been this wooden toy by Joujoulac, in 1/10 scale.

BELOW The earliest Citroën DS 19 toy or model to go on sale is believed to have been this wooden toy by Joujoulac, in 1/10 scale.





A recreation of this car was one of the star exhibits at the event which is held annually in Paris in February.



ABOVE Corgi's 'Le Dandy' coupe, based on a car by coachbuilder Henri Chapron, also came in two-tone blue and white.



ABOVE Scaled to 1/50th, the Lone Star DS was the last addition to the 'Roadmasters' range and was therefore only made with the hard plastic tyres and not with the more conventional chromed hubs of the earlier issues in this range.



ABOVE Minialuxe 1/32 scale DS captures the shape of the car very well. Note the construction in two sections: the top half is moulded in clear plastic with the roof colour sprayed on.

RIGHT A 1/43 scale DS21 by one of the lesser-known French plastic brands, Injectaplastic. Note the restyled front fitted to post-1968 Citroëns.

plastic and metal, complete with four opening doors. On the Minialuxe, which came in both 1/43 and 1/32 scales, the upper half is separate as on the Solido, and Minialuxe turned their model into a convertible simply by removing the top – the only problem being that on the lower half the shut lines for four doors remain visible whereas the real cabriolet would only have had two. But then, it was only meant as a toy, wasn't it? Still cheaper plastic replicas came from many other makers like Injectaplastic and Clé (named after company founder Clément Gaget).

A survey of other European countries will produce plenty of diecast and plastic variations of the car from Politoys in Italy, Siku in Germany, Metosul in Portugal and many others, all of these being catalogued in the books by Hermans and Boersma.

Plastic could equally well be used for larger toy cars with electric motors and steering mechanisms, the lightness of the material being an advantage. These were made in smaller quantities and are much rarer and more expensive, which leads us to the next category:

THE HARD TO FIND

In general, battery-powered cars with remote-control steering have a poorer survival rate than diecasts, as they are more likely to have been played with by enthusiastic children! The Citroën DS was a particularly popular choice for this kind of toy, with many stunning examples in scales from 1/20 up to 1/12 coming from companies like France Jouets, Gégé, R. Co P (Albert Richard), Joustra, JEP and Jouets Saint Nicolas in France and Paya in Spain. Better than a photograph is a video which you can find at www.youtube.com/watch?v=T8hy2sVYMnw showing a young boy happily playing with his DS model which has a 'bump and go' mechanism allowing the car to change direction when it hits the skirting board. This clip is certainly not for faint-hearted collectors who are scared of damaging their mint and boxed treasures!

Friction-powered DS models are plentiful, too. Many of the French manufacturers mentioned above offered their models with a choice of battery-operated or friction-driven

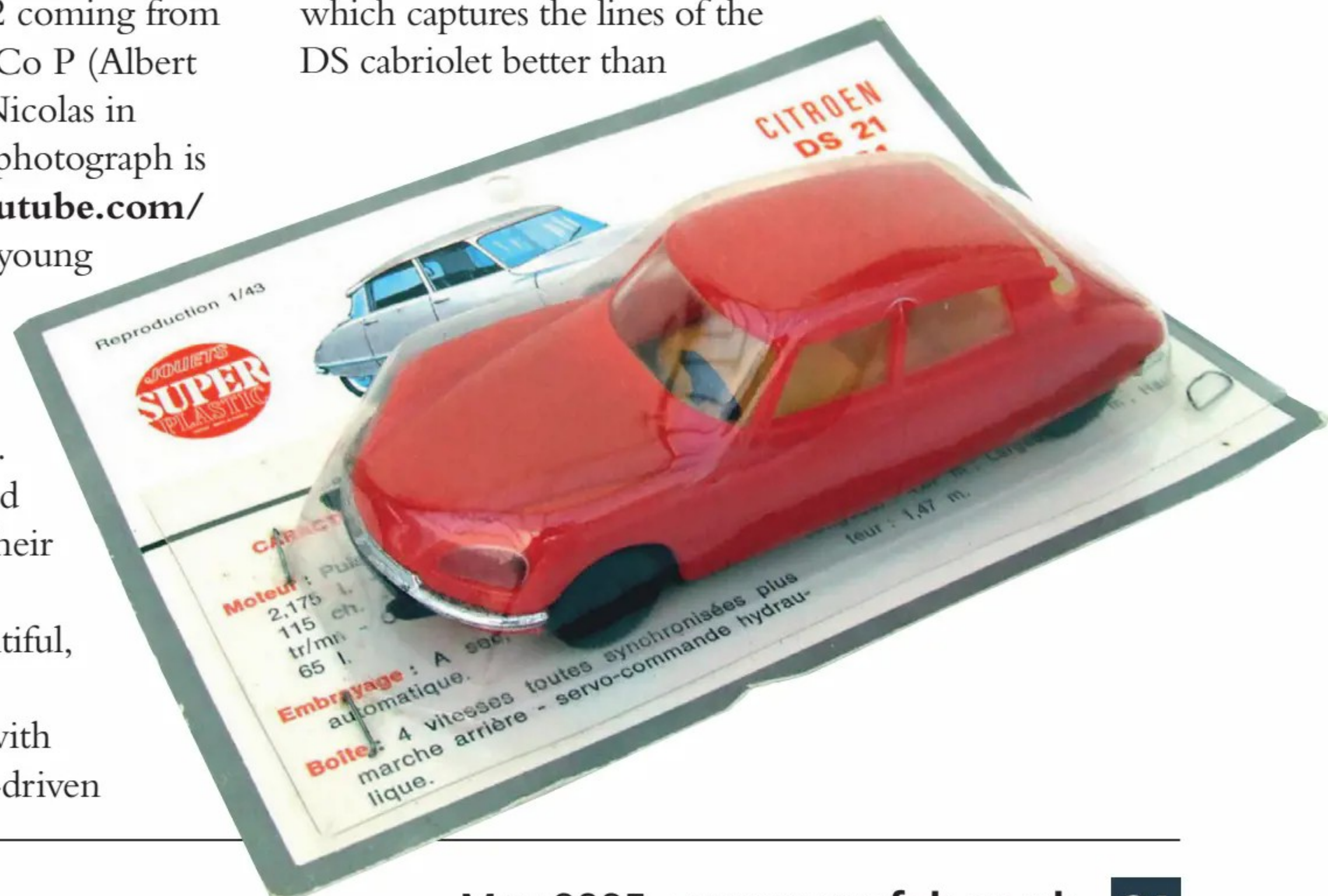


ABOVE Norev's 1/12th scale model is available in various prototypical colours and also as the 'balloon' advertising car.

mechanisms. Other friction Citroëns with plastic bodywork include an ID from Osul (Portugal) in 1/22 scale, several from Rico and Paya (Spain), a clockwork DS21 by KB (Greece) and, as so often, various Hong Kong plastic offerings which seem to be scaled-up copies of diecasts, with the Corgi providing the inspiration in most cases.

Before the rise in popularity of plastic in toy manufacture, Japan dominated the market for tinplate friction cars and the subjects were largely chosen with the American and European export markets in mind, resulting in several Citroën DS models. One of the biggest Japanese brands, Bandai, modelled a friction DS saloon in both 1/15 and 1/20 scales, the larger one also coming in cabriolet form. The lithographed interior has some imaginative detailed touches, such as leopard skin interior trim and a neat 'Double Chevron' emblem on the dashboard and, of course, Bandai didn't forget the distinctive single-branch steering wheel either. The sizes of the Bandai models are typical of tinplate Japanese toy cars as shapes pressed out from thin metal sheet tend to be more successful when to a larger scale. More unusually, though, there's a smaller if less accurately proportioned tinplate friction Citroën DS in the 'Tiny Giant' series made by another Japanese brand, SSS, and this one is only 5.25 inches long.

A handful of diecast Citroëns are of legendary rarity and hardly every come up for sale. A little known brand, Eria, supplied toy cars to French chain stores and this range contained a DS saloon, slightly smaller than the Dinky, and an ID break (estate car). Eria later took over Quiralu tooling which in turn ended up in more recent years in the ownership of Eligor who reissued the estate car but not the saloon. Another rarity – and a model which captures the lines of the DS cabriolet better than





ABOVE
Back to the sixties with the Monte Carlo Rally car, now available again from the Corgi Model Club (<https://uk.corgi.co.uk>).

most – comes from Cherryca Phenix of Japan.

You might not think Majorette belongs in the 'Hard to Find' category but the vintage toy market is always changing and the earliest issues from sixty years ago are currently in great demand (at least in mainland European countries). The French Collectoys auction house has achieved record sums for certain of the early Majorette 'Rail Route' items, such as 425 Euros for a set containing a DS towing a motor boat and, unbelievably, 1200 Euros for an unboxed DS taxi. I remember many years ago buying a Majorette of this era at a toy fair for 30p. I wonder what happened to it?

We tend to classify toys as 'diecast' or 'plastic' but not everything fits neatly into a category. For example, in the late 1950s JEP, a French make mostly known for tin toys and model railways, made a group of just five different cars to roughly 1/43 scale, including a DS. This is both a diecast and a plastic car for, unusually, the body is moulded but the base and interior fittings are cast in metal, giving the car weight. Sadly, this series didn't take off. Incidentally, Citroën specialists reckon the very first commercial toy DS ever made was neither metal nor plastic but made of wood by a French toy company called Joujoulac whose proprietor visited the Paris motor show in October 1955 and immediately brought out a big 1/10 scale toy for younger children in November.

THE AFFORDABLE

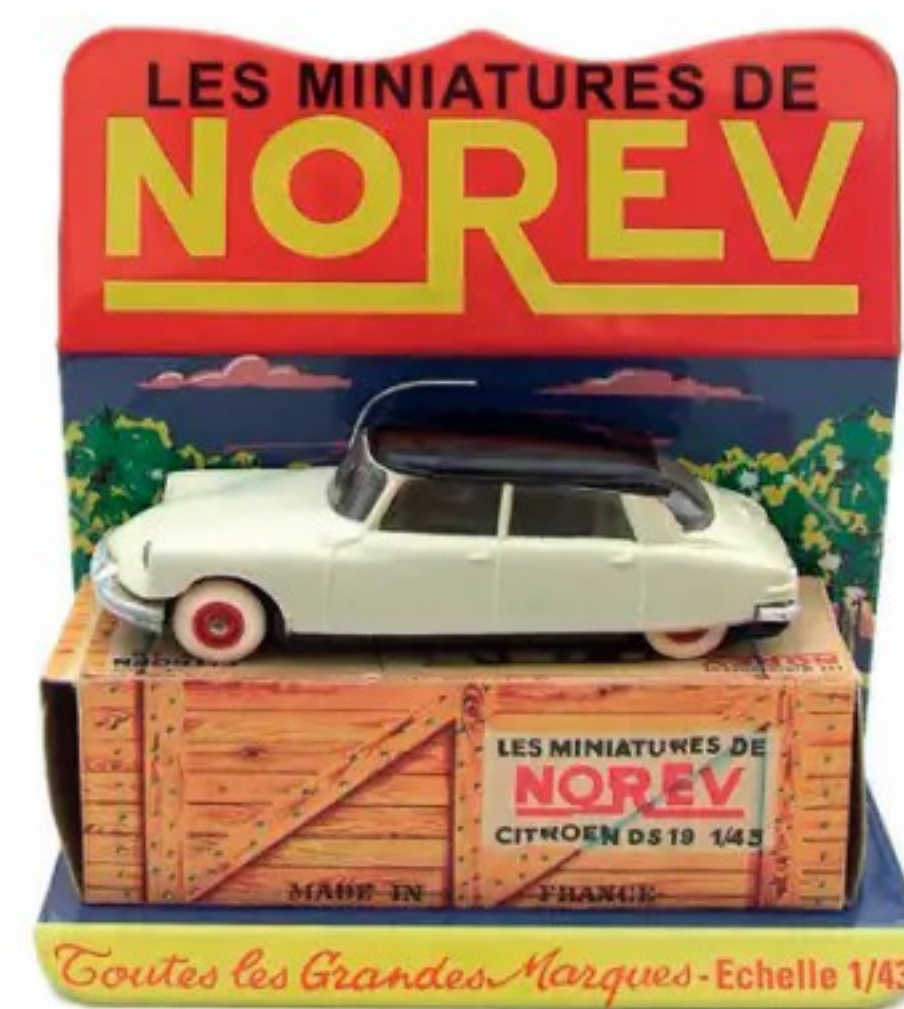
Back in the real world, if the models discussed under the 'Hard to Find' rubric prove elusive, there is certainly no shortage of reasonably priced Citroëns from more recent times.

In the 1990s, European makes like Eligor of France, Rio of Italy and Vitesse of Portugal kickstarted a new interest in models of cars like the Citroën DS, Vitesse being more successful in capturing the lines of the prototype than Rio. The many variations of these are not currently in great demand so prices are low. One

reason is that, thanks to all the diecasts made in China incorporating more detail at ever lower prices, there is now so much – perhaps even too much – choice. True, you can pay as much for resin models by newer brands like Spark and Matrix as you would for an obsolete diecast, but there are also plenty of surplus 'partwork' issues around for very modest sums. Many came from the Atlas Editions' DS Collection which started in 2006 comprising models by Norev and Universal Hobbies and ran to sixty issues. In their own catalogue, Norev has offered a DS in practically ever scale you can think of, from 1/87 and 1/12. Reasonably priced versions also come from Solido (available in the UK as part of the 'Century of Cars' Collection), Mondo Motors, Ixo, Welly and others. Current smaller scale offerings include those from Matchbox, Majorette and Oxford Diecast, all of them in numerous colour schemes. In addition, Chinese production has enabled classic models of the past to be recreated at affordable prices, such as the Atlas Dinky Toys series and Norev's own replicas of their first 1950s plastic car series in the 'wood crate' style of box.

A recent release from Norev is a variation on their beautifully detailed 1/12 model already issued in several finishes. A new edition of 600 pieces has been made replicating the Citroën floating on 'balloons' in place of wheels – which takes us neatly back to where we started, as this car was recreated for the Retromobile show.

With such a vast range of obsolete and current replicas, you might well think that modelling the Citroën DS has been taken as far as it can possibly go. And yet... Hachette has now come up with something really ambitious: a giant 1/6 scale model to be supplied on a partwork basis over 140 issues, with a different body panel, interior or mechanical component provided each month. Those who stay the course over nearly three years will end up paying more than £2000 to complete the model. Even though it comes with a sophisticated hand-controller that operates lights, horn, engine noise and raises and lowers the suspension as on the real thing, that's still a lot of money! ■



ABOVE
Norev DS19, shown on a display plinth, originally designed for shop display use but recently reissued.



ABOVE
Majorette is a familiar brand even in the UK but some of the earliest issues have risen dramatically in value, notably the numerous variations on the Citroën DS.



ABOVE
The most ambitious DS 19 model yet? Hachette's partwork will run over several years and will eventually provide all the pieces to build a 1/6th scale DS.



RIGHT
One of the Chinese-made partwork models of the Citroën. This is another Chapron-bodied design made by Norev, the 1958 'Le Paris'. The figures and plinth are also Norev products.



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Simply magnificent

David Lynn explores the choice of 1/43 models of the evocative Rover 3-Litre and 3.5-Litre, possibly Solihull's most iconic car design.

The Rover 3-Litre [P5] and successor 3.5-Litre [P5B] are among the most quintessentially English luxury cars of the 1960s, oozing an aura of traditional craftsmanship and grandeur. With a stern front dominated by a huge shield grille, tall straight sides, large wheels, a large number plate plaque on the boot and a fair scattering of chrome, it made an impressive statement which continued inside with lashings of opulent leather and wood. This legacy was so memorable that BMW – as Rover's owners in 1999 – invested substantially in trying to recapture these qualities for the showpiece Rover 75 [R40] range, an excellent design which deserved a much better fate than subsequent events allowed.

In the mid-1950s Rover was a fascinatingly diverse company. Its only car range was the staid P4 family, nicknamed "Auntie Rover" for its conservatism. Launched in 1949 it had a cyclops grille containing a third headlight, until a 1952 revision brought a large shield grille and established this motif for the 3-Litre. Their other product line was the genre-defining Land Rover, initially just a post-war stopgap solution to keep the company afloat but now consolidated into a world-beating off-roader. Other projects included the Road Rover series of prototypes which culminated in the 1970 Range Rover (and again defined a genre), and a continuing quest to produce gas turbine road cars, a target where Rover probably got closer than anyone else.

The P5 was born within this mix of influences to give a prestigious model above the P4, imposingly styled but conventionally engineered. Its launch in September 1958 was premature before fully completed development, so series production was delayed until January 1959 with a rapid sequence of minor changes to remedy teething problems. Retrospectively known as Mk1, these 1959–60 saloons had no quarterlights and initially featured draught excluders over the side windows. A slight revamp as the Mk1A in September 1961 brought triangular front quarterlights in a short-lived phase until the Mk2 arrived in July 1962. Among attributes such as increased power and badge tweaks, it brought shiny full-face wheel covers and the only alternative body style, designated the 3-Litre Coupé despite being simply a lowered roofline 4-door saloon; this had been planned since 1957 as the Sportsman with a pillarless design which proved impractical so it received normal pillars before being mothballed. Recognition points include rhomboid front quarterlights and an additional rear set, shiny trim fillets for the rear pillars, and an extra boot badge.

The Mk3 in September 1965 replaced many components previously inherited from the discontinued P4. Externally there were new badges and a full-length chrome side strip replaced the previous style ending at the front arch which had formed a convenient colour boundary for two-tone Saloons. This was changed to the Coupé format of a roof/body split but did not sell well, so

ABOVE My collection with the three P5Bs nearest the camera, including the NEO Coupé in the centre of the front row. Everything else is Vanguards 3-Litre, with the Queen's black 155 HYU on its own in top left.

RIGHT The set of royal figurines accompanying Matrix's model of the Queen's P5B, JGY 280.





ABOVE Front detail of the Matrix royal P5B, including the exquisite RAC and AA badges...



ABOVE ... and the excellent rear depiction, except that the JGY 280 characters sat within the full plaque without the added separate plate...



ABOVE ... and finally, the wealth of side detail (wheels, mudflaps, mirrors, aerial, and precise chrome) highlighted by the gloss black paintwork.

nearly all subsequent Saloons are single colour.

The final significant change came in September 1967 with the V8 3.5-Litre [P5B], quietly renamed 3½-Litre a year later to avoid confusion with the 3500 [P6B], although retaining 3.5 Litre badging. The legend of Rover's impromptu acquisition of this ex-Buick alloy engine when their MD spotted it during a visit to a US boat-builder has been well rehearsed, and this allegedly spontaneous encounter provided Rover with a mainstay engine until 2006 for its cars, Land Rovers and Range Rovers, Triumph (TR8), MG (B & R V8), the Australian Leyland P76 and many vans and light trucks, as well as external sales for sports cars by TVR, Morgan, Ginetta and Marcos.

The P5B received various trim enhancements, including added front foglights to give a 4-headlamp appearance and imposing 5-slice Rostyles. Thus reinvigorated, this charismatic blend of hotrod power and heavy ponderous barge lasted until 1973, with its demise and the abandonment of a P8 replacement project marking the end of Rover's tradition of luxury plushmobiles.

Across all versions, over 69,000 P5s were made, all in Solihull apart from 708 Mk1A and Mk2 Saloons assembled in South Africa; other footnotes include batches in 1962-64 of 131 2.6-Litre and 25 2.4-Litre Saloons for France, an ungainly prototype estate built in 1959, one-off coachbuilt 2-door convertibles by Chapron, Graber and FLM Panelcraft, and at least one P5B hearse. Rover even rallied the P5 in 1962-64 with some minor successes; perhaps the best achievement was the 1963 East African Safari, run in monsoon conditions with the P5 the final of the "Magnificent Seven" survivors. One commentator attributed this to the Rover being heavy enough to sink through the mud until it found bedrock.

THE MODELS

Perhaps surprisingly, there seems to have been only one period P5 diecast in 1/43, Spot-On's #157 Mk1 released in 1960 with battery-operated front and rear lights and colour options of blue, green, white, beige, and pink; Norev's brief attempt to revive the Spot-On brand in 2008 included a beige replica. At the time, the working lights would have made this a must-have toy, but today it is a clumsy and heavy translation in either form which relies too heavily on nostalgic appeal for me.

Apart from some white-metals, the only modern 3-Litre range seems to be the ten Vanguards Mk2 Saloons issued from 2002, as shown in the table. This is

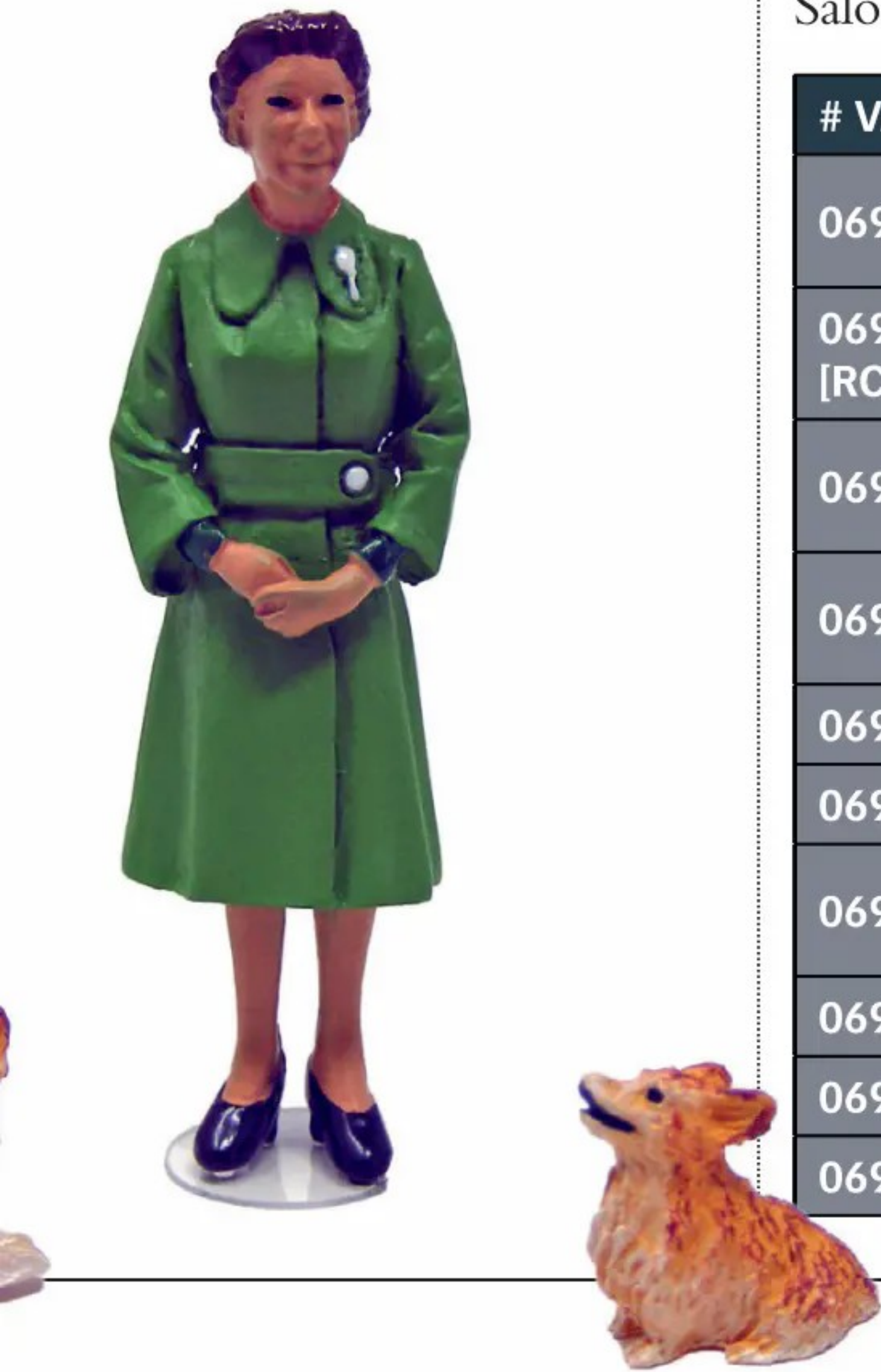
an excellent casting with a very convincing shape, precise depiction of Mk2 elements (quarterlights, wheel covers, short side trim, intricate badging), and some evocative liveries with a variety of interior colours to really capture the P5's allure. However one disadvantage of the colour range is it contains several visually similar dark schemes without much obvious contrast, and in some cases the subtle hues do not photo well despite protracted attempts. Individually they are nearly all perfectly chosen but en masse create a dull and slightly monotonous ensemble.

The inaugural release of a Vanguards casting usually has a showpiece livery, and VA06900's two-tone grey/green is no exception as a vivid 1960s combination, although for me is not particularly attractive hence its absence here. First issued in 2002 with a lift-off box, a second batch in 2004 came with a plinth display case and looks identical apart from the rear number plate characters sitting lower down the plaque and fixed wing mirrors. No edition size was stated in either case but it is the most common version around today, and the 2011 WB plate as a 1957 Sheffield issue makes no sense although 2011 WD might have been a 1961 factory-registered Mk1A.

VA06901 came in black – a colour which works very well on 1:43 P5s – in a set commissioned by Model Collector magazine with VA06506, a white Rover 3500 [P6B]; this was officially only ever available through a reader offer although there was a discreet trade clearance of remnant stock several years later when some sets were split by dealers. An intact set contains both models in normal lift-off boxes numbered RC1002/1 (P5) and RC1002/2 (3500) within a printed but otherwise plain white outer carton, and a sachet inside the P5 box for its mirrors and a double-sided certificate covering both models stamped with the edition size and set number. The P5 has 342 PRT plates issued in 1963 in Suffolk now worn by a 2016 VW Polo so their significance is unknown; its box lid has a repeated typo describing the colour as "Back".

VA06902 and 06903 are identical steel blue twins, with VA06902 part of the Rover Collection set (RC1003) alongside a 100 [P4] in ivory (VA01912) and a Cameron green 3500 [P6B] (VA06507). This comes in a shared tray and box with a sachet containing a joint certificate and mirrors for the P4 and P5; no edition size was stated. The P5's CRM 584A plate is a fake "1963" issue, but may relate to CMR 499C, a frequently pictured 1965 Steel Blue Coupé as shown on a more recent book cover. VA06903 was individually released as also happened for

# VA	Colour	No. plate	Issue size and date	Comment
06900	Stone Grey over Juniper Green	2011 WB	Not known (2 batches - 2002 & 2004)	(not illustrated)
06901 [RC1002/1]	Black	342 RRT	2600 (2002)	From magazine offer 2-car set (RC1002)
06902	Steel Blue	CRM 584A	Not known (2002)	From Rover Collection 3-car set (RC1003)
06903	Steel Blue	CRM 584A	2100 (2002)	Identical solo release (not illustrated)
06904	Burgundy	CWD 746C	4000 (2002)	-
06905	Marine Grey over Light Navy	JSW 492C	4000 (2003)	-
06906 [LCC1]	Chrome-plated	LCC 1	500 (2003)	Lledo Collectors Club member edition
06907	Rover White	HCO 875F	3300 (2004)	Plate from a 1967 P5B
06908	Pine Green	NPD 35B	2210 (2006)	-
06909	Black ("Queen Elizabeth")	155 HYU	1500 (2012)	Added spotlights



>>> ROVER 3-LITRE (P5) AND 3.5-LITRE (P5B)



its companions; this was unusual as none of the models from the other three Collection sets for Hillman, Ford and Triumph appeared separately.

VA06904 in burgundy is another elegant livery, with a January 1965 Warwickshire plate of CWD 746C but no details were found; however 737C exists on another 3-Litre so they could have been factory fleet cars seen in magazines or brochures. VA06905 is the second two-tone livery and its grey/dark blue combination is appropriately dignified for a 3-Litre; the "1965" plate of JSW 492C is a fake combination supposedly from Kirkcudbright. Lledo Collectors Club issued VA06906 as the inaugural model (LCC1) in a membership exclusive chrome-plated series which eventually ran to 40 models and with an edition size of only 500 this is the rarest Vanguards P5. The club did not ration one model per member for this initial release, so some members bought a few while others didn't bite and this uneven distribution still causes hiccups for availability and pricing today which can reach £100+. The LCC 1 plate is symbolic, but was a 1962 Caernarvonshire issue now on a 1959 Humber Hawk.

V06907 in Rover White has a November 1967 Plymouth plate HCO 875F which comes up as a white 3.5-Litre P5B. The dark green VA06908 is subtly paired with a brown interior and its 1964 NPD 35B plate is actually NPD 35D from a surviving green Mk2 Saloon supplied new in 1964 to an official of the British Army On the Rhine, and re-registered on his return to Britain in 1966.

VA06909 unexpectedly appeared in 2012 as Queen Elizabeth's personal 1963 Mk2 in her sequence of P5s over the decades; 155 HYU has two added spotlights to give a P5B-like front and is now retired to the Sandringham museum. This was just a re-tread of VA06901 with a grey instead of beige interior and slightly improved wheel and grille badges, and for my example at least a better paint finish. The certificate does not reveal the edition size, but it was listed as 1500.

There have been no subsequent Vanguards P5s and it's slightly puzzling why the model was never adapted into a P5B, which until recently was a completely untapped field. With VA06909 incorporating the extra lights, it only needs Rostyles and slight trim adjustments to complete what would probably be a well-received extension offering some less bland colour choices. There were many famous moments at Downing Street as successive Prime Ministers used a P5B fleet until well into the 1980s, the Queen ran at least two, there are film examples to conjure with, and many pristine survivors appear at classic events. So as a message to Corgi HQ, why not try some

P5Bs as a quick'n'easy adaptation instead of fixating on so much Ford product?

The only 3.5-Litre Saloons in 1:43 come from Matrix in resin, initially as a "1972" blue livery (MX41706-111, edition size 408) issued in 2016 with BYH 968H plates from a blue 1970 Volvo 145 estate which died in 2001. Initial online pictures appeared incongruously bright but in the metal this is a more subdued shade similar to Zircon Blue. It is a magnificent model – as it should be for the premium price – with intricate shiny detailing to bring out the P5B's chrome, a plated petrol cap with outlined lock, tiny Rover Viking ship logos in the wheel centres, rubber insets on the bumper over-riders and a delicate stub aerial above the windscreen, although the gleaming waistline strips are not very secure. The beautifully intricate cream interior reeks of luxury, including seats looking like leather armchairs with front and rear headrests and even seatbelts and a fair bit of wood trim and highlighting for chromed controls and levers.

A 2021 re-livery in black (MX41706-112, edition size 199) shows one of the 1970s Prime Ministerial fleet with a Downing St back picture. It has PRK 421K plates, an AA grille badge, four (count them) whopping great radio aerials, and two figurines – a policeman and Margaret Thatcher – and matches her arrival at No.10 in 1979, although without the forest of aerials. Well-known archive footage of that fateful day shows her being summoned to Buckingham Palace in a different black 3.5 Litre – GYE 329N – to meet the Queen and "kiss hands" to formalise the transition; this was a normal unprotected



ABOVE Vanguards two-tone Marine Grey over Light Navy "1965" livery.



ABOVE Model Collector's reader offer Rover set RC1002 from 2002 with black 3-Litre 342 RRT and white 3500 Mk2 [P6B] Mk2.

BELOW Vanguards Rover Collection 3-piece set RC1003 from 2002 with Steel Blue 3-Litre, ivory 100 [P4] and Cameron green 3500 Mk2 [P6B].



ministerial fleet car, but after confirmation she was switched to the armoured PRK 421K reserved for sitting PMs for the trip to No.10. Despite excellent detail and a gorgeous tan interior, its specific depiction is too divisive for me to enjoy, although the figurine itself provokes a wry chuckle as instead of the familiar informal bent-arm wave on the doorstep, it shows a stiffly straight-armed salute which has unfortunate connotations.

There were at least six P5Bs – maybe more – in the Prime Ministerial fleet which was retained well into the 1980s, long after production ended. Several were modified by Hoopers with beige cloth interiors instead of leather, various electrical upgrades for radio telephones and other security communications, extra reading lights, and during Harold Wilson's time with special pipe-smoker ash-trays. There were also several lesser Ministerial black P5Bs, plus an ambassadorial fleet (including LHD for overseas use) and batches for MoD top brass.

The royal thread is revisited with Matrix's third livery (MX41706-113, edition size 408) of Queen Elizabeth's very dark Edinburgh Green P5B with cream interior, registered JGY 280. This is displayed at the Gaydon British Motor Museum, Gaydon, and is a January 1971 example, chassis 840-07057D. The plates were later altered to JGY 280K as the suffix-less plate made her feel too conspicuous when wanting to drive incognito. It was replaced in March 1974 by a similarly dark green example (possibly Arden Green), chassis 841-00723D and the last P5B made, which received JGY 280K and the 1971 car reverted to JGY 280. This was the registration of her first car in 1947, possibly a Daimler DB18 as a 21st birthday present from her father King George VI. Gaydon has both 280 and 280K on display, each now having darker interiors (grey/green??) rather than cream.

The model had a very quick production turnaround following her death in Sept 2022, arriving on shelves almost immediately after its December 2022 announcement. It comes with a Royal figurine, which although recognisable does not look particularly regal but instead is a bit 1970s Coronation Street, accompanied by two reclining corgis, perhaps in an unintended irony. It has superb detail specific to 280 with mudflaps, old style AA and RAC badges on the front bumper and correctly supersized wing mirrors, but a small gripe is that the rear number plate is applied as a rectangular strip across the large boot plaque which should contain only the characters with no edging. Maybe the cream interior – as used on the initial blue release but now without headrests – reflects this rush into production, but it delivers a brighter model than a dark cabin would, and makes for

Ref #	Colour	Interior	No. plate	Comment
43345	Ivory, black roof	Brown	33-45-US [NL]	LHD
43346	Dark green, white roof	Brown	JGY 346	RHD
43347	Burgundy, silver roof	Beige	VDJ 347M	RHD
43349	Gold, black roof	Brown (or red?)	M-CW 349 [D]	LHD, for ModelCarWorld
43357	Dark blue	Beige (and maroon?)	56-00-US [NL]	LHD
49557	Black	Brown	[None]	RHD



ABOVE Vanguards subtly elegant Burgundy 3-Litre livery...



ABOVE ...which in the metal is not quite as subdued as photos suggest.

BELOW Another frontal comparison with Vanguards 3-Litres, including the Queen's 155 HYU with extra foglights, and the Matrix 3.5-Litre. The precision of the detail progressively improves from left to right.

an excellent tribute, beautifully delivered. Oxford offer 1:76 3.5-Litre equivalents of the Queen's green JGY 280 and a black "Wilson/Thatcher" PRK 315K, the final P5B to be withdrawn from Prime Ministerial use in 1981; a third Bordeaux red livery is planned.

NEO's range of six resin 3.5 Litre Coupés is the only 1:43 source of this body variation in P5 or P5B format. Issued sporadically over the last few years, I can only show the most recent release (49557) in black, with comments on the others derived from online scrutiny rather than direct examination.

The range mixes single and two-tone liveries, with varied interior colours and RHD or LHD formats, along with Dutch, German and UK plates. One quirk is that all models have only a LHD door mirror which is incorrect for the RHD trio. In general this is a good model with a full complement of intricate detail including the Coupé elements, although from some angles looks droopy with flabby surfaces and soft body lines where they should be taut. My black example works well with excellent gloss paint and a brown interior containing a fair bit of detail in the darkened cabin, but as the only example without number plates it looks unfinished at the front with a conspicuous chromed blank.

Some colour schemes don't look well-matched onscreen so caution may be appropriate if buying remotely. The gold 43349 was a commissioned edition of 300 for the German retailer ModelCarWorld but for me probably the least enticing combination. The dark blue 43357 looks particularly good and may offer a choice of both beige and maroon interiors, although this could be an onscreen effect rather than real. Neither UK plate was traceable although JGY 346 in dark green might echo the royal saloons JGY 280 and 280K, and the burgundy VDJ 347M was an August 1973 St Helens plate.

Unusually for a cross-range review like this there are no real duds to avoid, so choices will depend very much on individual preferences about which colour schemes work best with the imposing styling, plus the budget available within a wide pricing band. ■



The USAF Thunderbirds F-16C

Jarrood Cotter looks at one of the Hobby Master models of the 1/72 scale USAF Thunderbirds F-16s.



MAIN IMAGE

This great view of a Thunderbirds F-16C, at Nellis Air Force Base, shows how attractive the team's paint scheme is. Image credit: US Air Force

INSET RIGHT

The USAF Thunderbirds badge which is worn on the tail of the team's F-16s.

The United States Air Force (USAF) Thunderbirds is a famous display team widely known all over the world for its very close formation precision aerobatics. No wonder then that the team's various aircraft from across the ages have been modelled in diecast metal. In this article we look at one of the Hobby Master 1/72 scale General Dynamics F-16Cs, which is a recent release to the company's range.

THUNDERBIRDS HISTORY

The USAF Thunderbirds were activated on 25 May 1953 as the 3600th Air Demonstration Team at Luke Air Force Base, just west of Phoenix, Arizona. The first team leader was Maj Richard C. Catledge (1953-1954), and the first aircraft type used by the unit was the straight-wing F-84G Thunderjet. Because the Thunderjet was a single-seat fighter, a two-seat T-33 Shooting Star served as the narrator's aircraft and was used as the VIP/press ride aircraft. The T-33 served with the Thunderbirds in this capacity into the 1960s.

The next year the Thunderbirds performed their first overseas airshows in a tour of South and Central America, and added a permanent solo routine to the demonstration. In the spring of 1955 the team moved to the swept-wing F-84F Thunderstreak, in which they

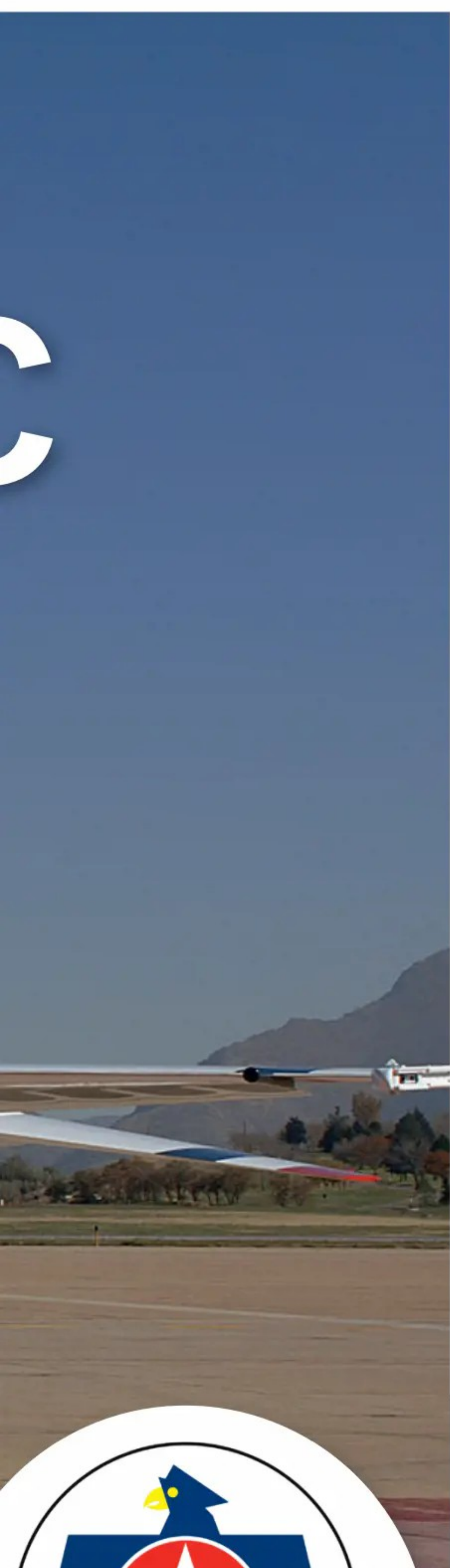
performed 91 air shows.

The Thunderbirds' aircraft were changed again in June 1956, when the F-100C Super Sabre arrived on strength. This type gave the team supersonic capability. This switch was accompanied by a relocation of their headquarters to Nellis AFB, Nevada, because of maintenance and logistical difficulties of basing the complex F-100s at Luke. The move to Nellis also resulted in the first formal assignment of buildings and hangar space to the team.

It also signalled a shift in their performance routine. For example, the Cuban Eight opening was dropped, and the emphasis was placed on low, screaming flyovers and demonstrations of take-off performance. For a time, if the show's organisers permitted it, the pilots would create a sonic boom; this ended when the Federal Aviation Administration (FAA) banned supersonic flight over the continental United States.

In 1961, the team was compelled to discontinue the vertical bank manoeuvre due to an FAA regulation prohibiting aerobatics that pointed the nose of the aircraft towards the crowd. The year 1962 saw the introduction of dual solo routines, and the Thunderbirds went on their first European deployment in 1963.

The team switched to the F-105 Thunderchief for the 1964 season, but were forced to re-equip with the



ABOVE
The Hobby Master model of a USAF Thunderbirds F-16C goes vertical, just like one of the team's real jets.



A pair of Thunderbirds F-16Cs in the skies over Las Vegas, which is where Nellis AFB is located. Image credit: US Air Force

F-100D after only six airshows due to a catastrophic structural failure of the No.2 aircraft during a pitch-up manoeuvre that resulted in the death of Capt Gene Devlin at Hamilton AFB on 9 May. The F-100D Super Sabre was retained through to the 1968 season.

By 1967, the Thunderbirds had flown 1,000 shows. In 1969, the team re-equipped with the front-line F-4E Phantom, which it flew until 1973. The team flew only six airshows in 1973 and was grounded for some time due to the 1973 oil crisis.

They switched to the more economical T-38 Talon for the 1974 season, as five T-38s used the same amount of fuel as one F-4 Phantom! The switch saw an alteration of the flight routine to exhibit the aircraft's manoeuvrability in tight turns.

On 18 January 1982, the Thunderbirds suffered a catastrophic loss during pre-season training. While practicing the four-ship diamond loop, the formation impacted with the ground at high speed, instantly killing all four pilots – Maj Norman L. Lowry (commander/leader), Capt Willie Mays, Capt Joseph N. 'Pete' Peterson and Capt Mark Melancon. The cause of the crash was determined by the USAF to be the result of a mechanical problem with the No.1 aircraft's control stick actuator. This resulted in insufficient back pressure by the formation leader on the T-38 control stick during the loop.

THE F-16 ARRIVES

The team's activities were suspended for six months pending investigation of the incident and review of the

programme, then reinstituted using the F-16A Fighting Falcon in 1983 (upgraded to the F-16C in 1992).

In 1986, the Thunderbirds did a fly-by for the re-dedication of the Statue of Liberty in New York City. They also performed the first American military demonstration in a communist country when the team visited Beijing, China, in 1987.

Their 3,000th airshow was performed in 1990, and in 1991 the team went overseas to perform air shows in Switzerland, Poland, and Hungary. The team travelled abroad again in 1996, visiting Romania, Bulgaria, and Slovenia.

In June 2005, the Thunderbirds selected Maj Nicole Malachowski for the No.3 position, making her the first female to hold a pilot position in the team's 53-year history. In 2007, during Maj Malachowski's final season as a Thunderbird, the team selected its second female pilot, Capt Samantha Weeks, who flew the No.6 opposing solo position.

The 2007 European Goodwill Tour was the Thunderbirds' first visit to Europe after the September 11 terrorist attacks. During this tour, the Thunderbirds performed at their first-ever airshow in Ireland. Despite inclement weather, more than 100,000 people attended the event. Additional stops along the way included aerial demonstrations in Poland, Romania, Bulgaria, Italy, France and England, where the Thunderbirds participated in the Royal International Air Tattoo, the world's largest military airshow.

In 2008, the Thunderbirds remained in North America, performing both in the United States and



A view of the right-hand side of the Hobby Master USAF Thunderbirds F-16C No.1. Note the team's badge on the tail of the model.



LEFT
A head-on view of the team taxiing. Image credit: US Air Force

BELOW
Seen head-on the Hobby Master Thunderbirds F-16C captures the lines of its real life counterparts.

in Canada. When Quebec City celebrated its 400th anniversary, the Thunderbirds joined the Canadian Armed Forces' Snowbirds, the Royal Air Force's Red Arrows and the United States Navy's Blue Angels in a ceremonial flight over Quebec City. Later in the year, the team returned to Canada for the Abbotsford International Airshow at Abbotsford International Airport, British Columbia.

In 2009 the Thunderbirds recruited their first-ever Air National Guard pilot, Lt Col Derek Routt as Thunderbird No.7 (operations officer), and the first-ever Air Force Reserve Command pilot, Maj Sean Gustafson, also joined the team as Thunderbird No.4 (slot).

The 2009 Far East tour took the team to multiple locations on the western border of the Pacific Rim and included performances in Hawaii, Australia, Malaysia, Guam, Thailand, Japan and South Korea. More than 1.2 million people saw the shows in person and more than 120 million were exposed to the shows through their national media.

The entire 2013 flying season was cancelled due to budget cuts, with performances resuming in 2014.

Nowadays the Thunderbirds are still based at Nellis AFB, and are the third-oldest formal flying aerobatic team in the world, after the French Air Force's Patrouille de France formed in 1931 and the United States Navy Blue Angels formed in 1946.

The Thunderbirds tour the United States and much of the world, performing aerobatic formation and solo flying in specially marked aircraft. The squadron's name is taken from the legendary creature that appears in the mythologies of several indigenous North American cultures.

Officers serve a two-year assignment with the team, while enlisted personnel serve three to four years. As the team performs no more than 88 air demonstrations each year, replacements must be trained for about half of the team each year, in order to provide a constant mix of experience. Since 1953, they have flown in front of more than 300 million people.

The Thunderbirds perform aerial demonstrations in the F-16C Fighting Falcon, and they also fly two F-16D twin-seat trainers. Only a few minor modifications differentiate a Thunderbird from an operational F-16C. These include the replacement of the 20mm cannon and ammunition drum with a smoke-generating system,

including its plumbing and control switches, the removal of the jet fuel starter exhaust door, and the application of the Thunderbirds' attractive red, white and blue paint scheme.

THUNDERBIRDS DISPLAY

From the end of the runway the Thunderbirds get ready to begin their take-off roll with the words "Thunderbirds, let's run em up!" being retransmitted from the team leader's microphone through the PA system for the crowd to hear.

As Thunderbirds 1 through 4 lift off, the slot aircraft slips immediately into position behind 1 to create the signature Diamond formation. The formation has more than enough thrust to continue to climb straight up into their first manoeuvre, the Diamond Loop.

Thunderbird 5 takes to the air next, performing a clean low altitude aileron roll, followed by No.6 who performs a split S, climbing in a near vertical manoeuvre, rolling over and diving back toward show centre and pulling up just above the runway to exit in the opposite direction.

Much of the Thunderbirds' display alternates between manoeuvres performed by the diamond, and those performed by the solos. They have a total of eight



ABOVE
Two F-16Cs of the USAF Thunderbirds turn on the power with full reheat lit! Image credit: US Air Force

BELOW
A topside view of the Hobby Master F-16C. Note the two blocks of flags just aft of the canopy, which display the flags of all the nations that the team has displayed in around the world.





TOP
A six-ship formation of the USAF Thunderbirds climb in the beautiful blue skies over Nevada. Image credit: US Air Force

ABOVE
A view of the underside of the Hobby Master F-16C. Note the large Thunderbird emblem which is applied to the jets.



ABOVE
The Thunderbirds lined up ready to taxi out for one of their superb display routines. Image credit: US Air Force

different formations: the Diamond, Delta, Stinger, Arrowhead, Line-Abreast, Trail, Echelon and the Five Card. The Arrowhead involves manoeuvres in tight formation. They perform formation loops and rolls or transitions from one formation to another.

The opposing solos show off the capabilities of their individual aircraft by doing manoeuvres such as fast passes, slow passes, fast rolls, slow rolls, and very tight turns. Some of their manoeuvres include both solo aircraft at once, such as opposing passes (passing in close proximity to each other) and mirror formations (two aircraft being flown back-to-back or belly-to-belly). In mirror formations, one Thunderbird must be inverted, and it is always number 5. In fact, the number 5 on this aircraft is painted upside-down, and thus appears the right-side-up for much of the routine. There is also an extra piece of humour regarding the inverted performance of Thunderbird 5. The pilots all wear tailored flight suits with their name and jet number embroidered on the left breast, and the suit for the pilot of the number 5 aircraft has the number sewn upside-down.

Nearing the end the Diamond pulls straight up into

the vertical to perform the signature "Bomb Burst", where all four aircraft break off in separate directions while a solo goes straight up through the manoeuvre and performs aileron rolls until 3 miles (4.8km) above the ground. At the end of the routine, all six aircraft join in formation, forming the Delta.

IN MODEL FORM

With the Thunderbirds being such a popular team, over the years numerous models have been released of their various aircraft types by a number of manufacturers. These include the F-84G, T-33, T-38, F-100, F-4 Phantom and of course the F-16. While most of these are highly detailed collector's models, some have also been released in the toy category for sale to children at airshows and the like. Included in the former category are some six-set models in the smaller 1/200 scale.

Manufacturers and series include Falcon Models, Hogan Wings, Ertl, Gemini Aces, Revell, Sky Max and as we have previously mentioned Hobby Master. In that list are the manufacturers of some of the more toy examples such as Revell and Ertl.

The model illustrated with this article is Hobby Master's recent release HA38039, which models the No.1 aircraft as appeared at RIAT 2017. That was the aircraft of Lt Col Jason Heard, Commander/Leader.

The finish is up to Hobby Master's usual high standards, with the pilot's name readable and printed on the canopy framing. The Thunderbirds badge is also neatly printed on the tail. Another feature are the two panels of flags printed on each side of the fuselage just aft of the canopy. These display the flags of all the countries in the world where the team has performed.

The model includes a pilot figure, optional parts to represent the undercarriage up or down and a stand. When released the model could be bought for around £79.95, but expect prices to rise for mint examples that make it on to the second-hand market. ■



Ford Fiesta Mk1 Monte Carlo Rally

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

The year 1979 proved to be an exciting and pivotal year for Ford's works rally department. It was the final year of using the super successful Mk2 Escort as a 'works' rally car but it was also the first year Ford dipped their toes in front wheel drive motorsport by using the then new Fiesta. Two newly homologated Fiestas were entered in the 1979 Monte Carlo Rally in 'Group 2' guise, as a trial to see the genuine feasibility of turning the Fiesta into a successful rally car. Group 2 regulations meant that certain modifications were strictly against the rules. So while the engineering team was able to squeeze about 150 bhp from the 1.6-litre engine by fitting two twin-choke Weber carburettors, they had to run the car on the standard size 13 inch cast alloy wheels. After much hasty preparation, both in Boreham and Cologne, Germany, the two cars were ready for the Monte Carlo. Roger Clark's car was to be built at Boreham, while the other was to be driven by regular Ford driver Ari Vatanen, and was built at Ford-Cologne in Germany. Clark's white British registered car wore red diagonal stripes towards the rear whereas Vatanen's car carried the more familiar 'works' livery of a white car with 'Ford' blue diagonal stripes towards the rear.

Despite two top drivers at the wheel, the Fiesta's struggled to find enough grip. Vatanen eventually finished 10th while Roger finished 13th. Ford, unimpressed, abandoned the Fiesta project. For this month's *Little and Large* we are going to focus on the Group 2 Fiesta as driven by Ari Vatanen which is also the first non-diecast pair of models in this series; as both are made from resin. The smaller 1/43 being made by Neo and the larger 1/18 is from OttOmobile.

The resin cast body shape of both models is unmistakably the Mk1 Fiesta. Group 2 regulations meant some mild body modifications were permitted so Ford created wider wheel arches very similar to the 'forest arches' on the Mk2 Escort. These were also very different from the black polyurethane wheel arch extensions fitted to the later Supersport and XR2 road cars. Both models have captured this feature, but I have to say that the smaller scale Neo looks to be the most accurate – the top of the extensions is wider and flatter compared to the OttOmobile. That extra width gives both models a very purposeful, squat stance. Also different on these rally versions was the repositioned fuel filler cap; mounted much higher up and behind the rear wheel arch as opposed to lower down and in front on the road cars. As you might expect the larger

ABOVE The repositioned fuel filler cap and oversize rally mud flaps can be clearly seen when viewed side on.



ABOVE Front mud flaps and the ever popular RS four spoke alloy wheels look good. But who is driving? Ariva Tianen? Never heard of them!

RIGHT From this angle, the Mk2 Escort style 'forest arch' wheel arch extensions are clear to see.

INSET RIGHT While the larger Ottomobile has the correct black tailgate, the smaller Neo has, curiously, omitted this and left the entire tailgate dark blue.



ABOVE Inside the 1/18 Otto, separate four point safety harnesses are clearly visible through the side glazing.



ABOVE The extra timing instruments used by the co-driver have been carefully represented in the Ottomobile Fiesta.



ABOVE Ottomobile have correctly spelt both driver and co-driver's names.



1/18 just has the edge with the quality of detail here.

Despite this car pre-dating the XR2 by two years, it was fitted with the larger round headlights from the US spec Fiesta that would go on to give the XR2 its distinctive look. Both models have created realistic lenses with the vertical glass texture visible. The larger headlights also meant a new home was needed for the indicators. These were fitted within the (slimmer) bumpers; another feature that was carried over to the XR2. Also fitted to the real rally Fiesta were four extra driving lights, so vital on the night stages. What I particularly like about these on both models are the top pair have clear lenses while the bottom two have their white protective Cibie covers on, as seen on the majority of photographs of the real car. The rear lights, as you would expect on models at their respective price points, are separate clear plastic parts correctly made up of red and orange. Rather curiously, the Neo only has the basic outline of the single reversing light cast in under the rear bumper. The larger Ottomobile has a separate clear plastic part.

What does stand out for me are the finer details. The wipers front and rear on the Neo are incredibly fine etched parts (one of my front wipers fell off while taking the model out for photographing) while the door mirrors are correctly shaped and even have a mirrored backing. I must also make reference to the oversize rally mud flaps on both models. Fitted front and rear, these items are so thin they actually flex.

The paint is nicely applied and not too thick and the blue stripes are very well executed. It is the sponsors that I find most impressive. Even the Ford oval and Fiesta badge on the boot lid of the Neo are crisp and clear. The one faux-par with the decals on this smaller model is the driver's name. While both driver's and co-driver's names are clearly visible on both front wings (complete with their flag of nationality and blood group, Ari Vatanen's name has been misprinted to read 'ARIVA TIANEN'. Oops.

Looking inside both models is a real feast for the



eyes, although only in the right light as both are correctly black. The Neo, despite its smaller size has a wonderfully detailed dashboard with all the dials and clocks needed for rallying visible. The correct three spoke 'RS' steering wheel looks good, as do the separate blue four-point racing harnesses. Mounted to the rear of the roll cage, and in full view in the rear window, is the traditional red Monte Carlo Rally plate.

As you might expect from its larger size, the Ottomobile takes the Neo's level of detail and raises the bar further. The extra dials and clocks are even clearer to read in this larger model. The blue safety belts are once again present and are correctly anchored back where the rear seat would be. Finally, visible in the boot and beneath a cover that replaced the road car's parcel shelf, is among other things, a spare wheel. The only gripe with this model is Ottomobile appeared to have used the same lower centre console and gear stick and gaiter as their road going XR2 models, meaning this rally car has a period push button AM/LW radio. I've not seen photos of the inside of the real car but I'm confident it shouldn't be there.

So, despite the very high level of details you would expect for the respective higher price points, both models have a flaw in a detail somewhere. No major concern, in fact it's quite comforting in a way that these are no doubt down to human error or oversight. Sometimes, that is ok. Sometimes it's an error that should have been picked up before final production. For me, it does not detract in the slightest from the delight this pair of models bring. ■

Take it off!

David Boxall takes a look at one of Corgi's most ingenious inventions.

ABOVE RIGHT

In April 1968, Corgi released the Rover 2000 TC as model No.275.



When Corgi Toys was first launched in 1956, there was competition from other toy makers and manufacturers both here and in Europe. Many of these were producing similar diecast models, and so it was important from the outset that Corgi set itself very high standards in relation to choice and quality. Corgi's great rival, Dinky Toys, had already been making diecast models for many years so there was much to do to achieve any share of the success.

The product designers and those making the decisions were well informed and at the peak of their performance levels by the mid 1960s. It was just as well as the market place was to become smaller during the 1970s and the number of manufacturers was on the increase, all chasing the same sales figures and pocket money.

Corgi had enjoyed huge success in the early to mid 1960s and so the pressure was on. The need for new and more exciting features was greater than ever. Collectors of all ages had enjoyed the many features of the Chrysler Ghia 6.4, and had revelled in the release and gadgetry of the James Bond Aston Martin.

Opening doors, bonnets and boots were everyday and common place, and most of the realistic aspects of the automobile had been explored. Enter the small but unique fleet of cars with 'Golden Jacks'.

The Golden Jack was a lever under the base of the car and next to each wheel. When the lever was pulled to a fixed right angled position, it released the wheel from the unique suspension arm within the body of the car. The Jack was just the correct length to keep the car in a level position when changing the tyre – just like the real thing.

After great innovations such as the rubber tyre and Glidamatic Suspension... the future was full of holes, and the imaginary roadside puncture was experienced by carpet road users everywhere. I remember when a car had a puncture in the early days, it had to be lifted from the road, the tyre had to be manhandled off the hub and a small piece of thick card was used to keep the vehicle horizontal, while the car waited for the breakdown Land Rover to appear. That was now a thing of the past because the 'Take-Off Wheel' cars had their own jacking system, and the whole tyre and hub could be removed in one. Furthermore, if you were fortunate enough to be driving the Rover 2000 TC, then a spare wheel was one of the features of the model – but more about that later.

When these very special toys were released, Corgi had moved on to the window boxes with illustrated header cards. The early Take-Off Wheel models had header cards but these were replaced with a window box, which had the illustrations on the back. This was probably better to transport and much easier to stack and store. Corgi also released bubble pack sets of 12 wheels for each of the different hub and tyre variations. In March 1968, Corgi released the Mini-Marcos GT 850 as model No.341. It appeared in a deep metallic red with a light cream interior. It had opening doors and adjustable sliding seats, plastic

BELOW

Packs of wheels were available for each of the cars.





headlights and GT stripes on the lower sills. It was a well-balanced car, which proved to be very popular and achieved 636,000 sales plus those from 1969. It was available for only two years until 1970.

A month later in April 1968, Corgi released the Rover 2000 TC as model No.275. It was manufactured in a 1/46 scale and the most common version of this car appeared in metallic green with a brown interior. It was also available with a white interior. The rarest version of the Rover 2000 TC was released in white with a dark interior. This was a particularly robust and luxurious model with a 'triplex glass' orange tinted sunroof. The model achieved 428,000 sales plus those from 1969, and was withdrawn from sale in 1970.

In June 1968, Corgi released the Oldsmobile Toronado as model No.276, in a 1/51 scale. It was available in metallic blue, red or light green, and also in a deep red-brown. All the coloured variations had a cream interior. It was withdrawn in 1972, and achieved 400,000 sales plus those from 1969. This model also had a towing hook, which was very useful indeed.

LEFT
In March 1968, Corgi released the Mini-Marcos GT 850 as model No. 341.



ABOVE
The Rover 2000 TC with the wheel removed.



ABOVE
The grey diecast base had been specifically designed to accommodate the Golden Jacks.

BELOW
The three American cars with Take-Off wheels: the Oldsmobile, the Chevrolet Corvette and the Chevrolet Camaro.



In August 1968, Corgi released the Chevrolet SS 350 Camaro as model No.338. This appeared in a 1/47 scale. Issued in a light metallic gold colour, with a lined trim, it had a red interior and a deep brown removable hood. The front lights had a sliding panel across them, so that they could be shown or hidden when not in use. It was a very sporty looking model, and achieved 443,000 sales plus those from 1969. It was withdrawn in 1971.

The Hillman Hunter 'London to Sydney Marathon Winner' was released in July 1969, as model No.302. It was manufactured in a 1/43 scale, and came with its own set of stickers and transfers for you to apply. With a blue body and white roof, this model had a rally search light, a spare wheel and a tool box – all on the roof. The jewelled headlights, and indeed the front of the whole vehicle was protected with an orange plastic kangaroo bar. A model kangaroo came in the box with the car. It remains a fabulous model, and achieved 151,000 sales plus those in 1969. It was available for three years until 1972.

In March 1970, Corgi released the Rolls Royce Silver Shadow with Coachwork by HJ Mulliner, Park Ward as model No.273. It was manufactured in a 1/43 scale and was available for just one year but, even so, it achieved 180,000 sales. This model had most of the features available at the time, including an opening bonnet and boot, opening doors and tip-up seats. Overall, it was a truly elegant model in a two-tone finish with plated radiator and bumpers.

In April 1970, Corgi released the Chevrolet Corvette as model No.300. It was the last of the Take-Off Wheel models to be issued, and was manufactured in a 1/46 scale. As well as the Golden Jacks, it had retractable lights, removable roof panels and appeared in two very attractive finishes – vacuum-plated green or burgundy with a lacquered finish. According to *The Great Book of Corgi* it was only available during the year of release, and yet still managed to achieve 289,000 sales.

At a time when sales were particularly crucial to the survival of any product, there is no doubt that the 'Take-Off Wheel' cars, with their own Golden Jacks system was a wonderful invention. The introduction of the cars with their own means of changing a wheel must have been a bit of a worry to vehicles like the Land Rover Breakdown truck. Though statistically, there were probably fewer imaginary breakdowns between 1969 and 1970 there was a record number of pretend punctures! ■

Superfast 1969-1982

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

No.
58



DAF GIRDER TRUCK

Production: 1970-72

Catalogue: 1970-72

Box Styles: G

When DAF Girder Truck went on sale as a Superfast version, apart from the obvious change of wheels that had necessitated a new baseplate, the only other change made was that the parts to hold the girders in place laterally were now a one-piece "H" type black plastic unit with vertical stays. The cast in stays had gone leaving a flatbed for the main casting.

Early Superfast releases retained the regular wheels body colour of white, as did the box art, but when the colour of the truck changed to metallic lime green, so did the box - this wasn't usually the case when a colour change happened.

The girder load was unchanged and still comprised 12 red plastic pieces that could be assembled together.

WOOSH-N-PUSH

Production: 1972-76

Catalogue: 1973-76

Box Styles: I

The bizarrely-named Woosh-n-Push was a weird custom car with coupe-de-ville style bodywork. It was

painted yellow with a red interior, unpainted base and a chrome rear engine. It had a black and white "2" label on the roof, but could sometimes be found with the flower label from Baja Buggy, or the '8' sticker from Pi-Eyed Piper. In 1976 the colour scheme changed to metallic magenta with cream interior, although it can be found in yellow with cream interior too.

FAUN DUMPER (DUMP TRUCK FOR 1982)

Production: 1977-82

Catalogue: 1977-82

Box Styles: K

Faun Dump Truck was based on a huge, off-road quarry dumper built by the German engineering company, Faun.

Initially, it was painted all yellow - cab/chassis and dumper - with a black plastic sub-base. Some could be found with the dumper bed painted red. Later issues had 'CAT' logos printed on them, which was pretty inexplicable given that it was not a Caterpillar product.

After being retired in 1983, the bottom half of Faun Dump Truck was combined with the back half of Crane Truck to form a new model in 1985. But in 1989, it was restored to its original specifications and re-released in the range as No.53 Dump Truck. ■

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A-Z of diecast

This month's offering is reminiscent of the League of Nations, reckons **Alwyn Brice**.

The name Maisto for many, I suspect, conjures up visions of larger scale diecasts, those that were on a par with Bburago. The company actually dates back to 1967 and was set up by two brothers, PY and YC Ngan: they traded under the May Cheong Toy Company moniker.

Early output was small scale and along the lines of our Matchbox range; quality was acceptable but prices were low by contrast. It wasn't until 1990 that the Maisto label was launched, a range of 1/18 vehicles that competed with the likes of Bburago (subsumed in 2006) and Polistil (also later acquired).

In terms of range, today you can find a bewildering array: everything from 1/64 to 1/12 has been produced over the years, with some odd scales like 1/31 and 1/27 in the mix. And it's not only about diecast, either, for the company produces radio-controlled vehicles, railway engines and rolling stock, helicopters, motorcycles and aircraft, Tonka Toy recreations and a number of what I would term 'bizarre' vehicles, clearly aimed at those seeking, shall we say, alternative transport.

Quality? Well, its 1/18 range comprises two levels of detailing, with the Exclusive Edition line sitting at the top of the tree. Paintwork finish has been noted to vary a bit but that aside, there's no overlooking the detail, opening panels, steerable wheels and other features that are to be found on many models. Best of all, these miniatures are going to encourage repeat acquisition, since their cost is relatively modest.

WELSH RAREBIT

Moultoys (or Moultoys Products) is a yet another oddity from the diecasting scene about which comparatively little has been unearthed. The concern was based in Wrexham (in the 1950s?) and did

ABOVE
Attention all Italian readers! This Mira Vespa might (literally) be right up your street...

BELOW
A civilian motorcycle rider with sidecar was possibly the only type of road transport produced by the mysterious Moultoys company.

produce toys under the Moultoys Educational Series, which no doubt was an attempt to achieve a wider recognition, one suspects.

Aside from forays into the circus, with clowns and the like, an elephant and rider and a Little Red Riding Hood set (which included the dressed-up wolf in bed – not sure what the RSPCA would have to say about that today), it also issued motorcycle and sidecar combinations. These were available in AA or RAC liveries and included figures; a civilian version was also available, as shown here.

MAINLY SPAIN

Mira was a Spanish manufacturer of diecast models produced in 1/64, 1/43 and 1/18 scales. However, the brand was acquired by Solido in 2000, which



RIGHT

The svelte lines of the 1/18 Lamborghini Gallardo from Maisto benefit from a subtle shade. Note the seatbelts within.



ABOVE

Mattel's limited edition homage to F1 driver Kimi Raikkonen.

RIGHT

Older cars, like this 1955 Mercedes 200S, are also to be found in the Maisto range.



BELOW RIGHT

A Renault 16 with glider trailer: an unusual model in 1/43 from Majorette. A Fiat 127 also came with this load.



ABOVE

Not your usual view! This disassembled Corvette shows some of the detail in the Mattel product.



ABOVE RIGHT

Going large: the 1/18 scale Ferrari Dino from Majorette in that sublime tifosi colour.

BELOW

Mira's Chevrolet Corvette in big 1/18 scale in classic red.

subsequently saw many of the original company's castings rebranded and issued as Mira by Solido.

This company was a contemporary of the likes of Guisval and Pilen and it was the Payá tinsplate toy factory that saw the brand emerge, when some employees decided to found their own company. Thus, in 1967, Francisco Mira Brotons, José Antonio



Mira Guillem and some other associates founded Juguetes Carrusel in Ibi, a location attracting manufacturers that has featured within these pages before. It appears that the initial years weren't easy for Mira but that things settled down and became rather more stable by 1972.

It seems to be a generally held opinion that this range is nothing out of the ordinary in terms of quality; indeed, various bloggers refer to the models as best avoided, asserting that they were aimed at the younger collector in the main. Certainly the 1/64 diecasts are definitely toy-like, although some look better than others. Weird, superhero transport was also manufactured, which is interesting if the oddball attracts you. Fragility (especially of axles) has also been noted on some models. Be that as it may, there are plenty of diecasts to collect; and you can pick the scale size that you prefer.

BORN IN THE USA

Mattel requires no introduction here, really. A company steeped in toymaking, it's a name that will be forever associated with the revolutionary Hot Wheels series that dates from 1968, which I covered earlier under the H section.

Using 1/64, 1/55, 1/43, 1/18 and notably 1/12 scales, Mattel continues to manufacture sports cars and F1 cars, motorcycles and vans, with more than a few sci-fi derived vehicles thrown in for good measure. Expect opening features, a good level of detail and some delicate touches which make the bigger scale models really stand out. Paintwork is typically good; and the attractive price point has guaranteed the company an enthusiastic following. In particular, its 1/43 range is relatively inexpensive. Thus if your bank balance doesn't stretch too far, these models are indeed worthy of attention.

VIVE LA FRANCE?

Majorette originally started off in France although today, in common with many other model manufacturers, its production has been taken overseas to China (and elsewhere in Asia).

One Emile Véron established the enterprise in 1961, although it was a range of model railways and accessories that initially was associated with the name. Originally trading under the name of Rail-Route, Véron diversified in 1964, and the first Lesney-inspired cars were released. The name Majorette was adopted 1967, and the range duly grew.

Billed as the French equivalent of our beloved Matchbox models, its lines were different, even if the scale was not. Predictably (maybe?) there was a preponderance of homegrown marques (ie French) within its range of miniatures although American, Japanese and European models were also entertained. A chequered history would see Majorette acquire other companies before being acquired itself.

Whilst the Matchbox-sized models established the range, Majorette did venture into other scales as time passed. Perhaps not as finely detailed as Matchbox, its output nonetheless has gained popularity. Their pocket-money price tags and wide availability endeared them to many – and even the oldest models today can be picked up for very little money indeed. ■

TOP VINTAGE MODEL

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



Dinky Toys Six-Wheeled Wagon No.151b showing the first version and the later model with the fitted driver and burnished axel ends.

Six-Wheeled Wagon

I have always had a fascination with lorries from childhood and continuing even today. In the early days quite a number of lorries were ex-army but the civilian ones such as Austin, Ford, Foden and Leyland dominated the roads. Most were four-wheel versions and of course there were six and eight-wheel lorries, and most had bonnets before the forward control models arrived during the 1950s. The toy manufacturers produced a varied selection of lorries and military vehicles to keep the young collectors happy. This included Dinky Toys with the 25 series of lorries alongside other models which included a six-wheeled wagon model from the 151 Army series.

The Dinky Toys Six Wheeled-Wagon number 151b was introduced in October 1937 and shown in the *Meccano Magazine* that month with a tilt. It is in the Royal Tank Corps Medium Tank Set No.151 but could also be bought separately. The model is in army green and has a tinplate tilt. In the



ABOVE Dinky Toys Six-Wheeled Wagon No.25s finished in brown.

back is a tinplate unit for seating with holes to allow Dinky Toys military personnel to be seated in the back.

The civilian Six-Wheeled Wagon No.25s is illustrated in the January 1939 *Meccano Magazine* but without a tilt. It is described as 'An interesting model of a modern three-ton wagon. In assorted colours. Price 1/- each' The colours included Brick Red, Green, Dark Blue, Light Blue and Grey with some of them fitted with white tyres. It is in the 1940 Dinky Toys Catalogue but shown without a tilt. The catalogue also shows the Royal Tank Corps Medium Tank Set No.151 which was available between 1939 and 1941.

All these models were sold in brown or yellow card trade boxes of six models with

the numbers using capital letters as in 25S or 151B. The Dinky Toys sets were in a coloured pattern card lift off lid boxes with card inserts and some boxes were in plain blue and had flip down front panels.

The Six-Wheeled Wagon is also in the Mobile Anti-Aircraft Unit Set No.161 and the Six-Wheeled Wagon was fitted with a revolving searchlight. It is in the Mechanised Army Set No.156 together with the other Six-Wheeled Wagon from 1939 to 1941 with some models in a camouflage finish. These camouflaged models were also possibly sold separately.

During 1954 the Six-Wheeled Wagon was renumbered to 620 as an export model for America and presumably other countries. It is now designated as the Transport Wagon with Driver and is in the military green. The driver is fixed permanently and the axles are with burnished ends.

The Dinky Toys models of the Six-Wheeled Wagon like various other models in the Dinky Toys range is probably an amalgam of real vehicles of the day. The appearance of the radiator is I think most likely to be based on a Leyland but we will probably never know for sure. If it was based on the Leyland, it is probable the 3-ton Terrier version from the late 1930s. ■

The Dinky Toys Collectors' Association

The Dinky Toys commercials in their variations have always been popular and eagerly collected. They occasionally feature in the DTCA Journal with photographs. You can find out more or join by visiting the website www.dtcawebsite.com.

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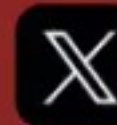


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■ **CMC 1/18 scale M-046 Ferrari 250 GT Berlinetta Passo Corto (SWB)**, requires some cleaning, part of rear bumper needs gluing in position, accessory tool and certificate tag missing, comes with info and instruction leaflet. Excellent to near mint with good plus box and excellent inner polystyrene tray. **Sold for £220, Vectis Auctions, February.**



■ **CMC No.M-051 Maserati 250F Grand Prix - Sieger**, red, black rubber tyres, blue fabric seat, requires some cleaning, comes with cert tag No.2712, info and instruction leaflets and cleaning cloth. Excellent to near mint with fair to good box. **Sold for £160, Vectis Auctions, February.**



■ **CMC M-048 Mercedes Targa Florio 1924**, 1/18th scale, dark maroon, racing no.10, wire spoked wheels, comes with cert tag No.1928, instruction and leaflets, requires some cleaning. Excellent to near mint with good to excellent card box and inner tray. **Sold for £160, Vectis Auctions, February.**



■ **CMC 1/18 scale M-047 Maserati Tipo 61 Bird Cage (1960)**, white, blue body stripe, racing number 5, "Camoradi", comes with instruction and info leaflets, certificate tag No.1376. Near mint with good plus to excellent box and inner tray. **Sold for £200, Vectis Auctions, February.**



■ **CMC 1/18th No.M-060 Maserati Tipo 61 1960 Birdcage chassis version with blue seats**, superbly detailed model, comes with display plinth & info leaflet, missing cert tag. Near mint to mint good plus box and excellent inner tray. **Sold for £170, Vectis Auctions, February.**



■ **Kyosho 1/18 scale 08434C Ferrari 250 GTO Tour de France 1964**, silver, horizontal yellow body stripe, racing number 72 - L. Bianchi/G. Berger, requires some minor cleaning. Excellent plus to near mint with excellent plus box and inner tray and good plus outer sleeve. **Sold for £120, Vectis Auctions, February.**



■ **Kyosho 1/18 scale 08164F Ferrari 365 GTB4 (Daytona Competizione)**, red/white, racing number 39 "Thomson" logos, requires some minor cleaning. Excellent plus to near mint with excellent box and inner tray. **Sold for £90, Vectis Auctions, February.**



■ **Kyosho 1/18 scale 08441G Lamborghini Urraco**, green - requires some minor cleaning. Excellent plus to near mint with excellent box and inner tray. **Sold for £160, Vectis Auctions, February.**



■ **Kyosho 08323BL 1/18th Lamborghini Countach LP500S**, Walter Wolf - Blue, requires some minor cleaning. Excellent plus to near mint with excellent all carded box and inner tray. **Sold for £160, Vectis Auctions, February.**



■ **Kyosho Ousia C095020RW 1/18th Lamborghini Veneno Roadster**, metallic orange. Near mint to mint with good to excellent box (part of 1x main end flap missing). **Sold for £45, Vectis Auctions, February.**



■ **Kyosho 1/18 scale 08137BL Lancia Stratos HF wide wheel**, blue - requires some cleaning, missing 1x exhaust tail pipe, 1x fuel filler cap missing and the other detached but present. Excellent plus to near mint with excellent inner tray and good outer card box (some crushing to one corner). **Sold for £150, Vectis Auctions, February.**



■ **Kyosho 1/18 scale 08341RM Lancia Delta HF Intergrale Evoluzione II (Bordeaux red MICA)**, requires some cleaning, factory paint flaws to roof. Excellent to near mint with good to excellent outer card box and inner tray. **Sold for £150, Vectis Auctions, February.**



■ **GT Autos 1/18 scale 11007MB Paganì Huayra**, pearlescent white, dark red interior, carbon trim and alloy wheels. Near mint to mint with good to excellent but slightly crushed box and inner tray. **Sold for £60, Vectis Auctions, February.**



■ **GT Spirit GT134 1/18th Koenig Lamborghini Countach**, metallic red, rear wing and 1x door mirror have been glue repaired. Excellent to near mint with good box and excellent inner tray. **Sold for £80, Vectis Auctions, February.**



■ **Minichamps First Class Collection 107 123421 1/18th Maserati Mistral**, black, limited edition 65 of 250 produced, paintwork and glazing have minor scratches from cleaning, 1x side / rear window surround glue repaired. Excellent to near mint overall with good box and outer sleeve, fair to good but torn outer cellophane sleeve. **Sold for £130, Vectis Auctions, February.**



■ **Minichamps First Class Collection 1/18th 107 123431 Maserati Mistral Spyder**, dark metallic blue - 1964, limited edition 53 of 999 produced. Excellent plus to near mint with good plus box, excellent outer card sleeve and good outer cellophane sleeve. **Sold for £140, Vectis Auctions, February.**



■ **KK Scale KKDC180562 1/18th Ferrari 365 GT4 BB 1973**, metallic gun metal over black. Mint with excellent window box and fair to good outer cellophane sleeve. **Sold for £40, Vectis Auctions, February.**



■ **Top Speed TS0140 1/18 scale McLaren 720S Azores**, metallic orange, black/carbon trim, alloy wheels, has been on display and requires some cleaning. Near mint to mint with inner packing and good but slightly damaged outer box. **Sold for £80, Vectis Auctions, February.**



■ **MR Collection 1/18th Lamborghini Aventador S**, black, commissioned by the owner of the real car and is a one off unique model with certificated booklet, comes with impressive display case. Excellent plus to mint with near mint to mint display case and excellent outer box. **Sold for £220, Vectis Auctions, February.**



■ **Kyosho 08611P 1/12th scale Lamborghini Countach LP400**, orange / black, requires some cleaning, model is marked from display and previous cleaning. Excellent to near mint with good to excellent outer picture box and good outer transit carton. **Sold for £340, Vectis Auctions, February.**



■ **Kyosho 08602A 1/12th Ferrari F40**, red, paintwork has some marks and scratches, from being on display and previously cleaned. Excellent to near mint with good to excellent outer picture box and good to excellent outer transit carton. **Sold for £280, Vectis Auctions, February.**



■ **Masterpiece Collection M1801001 1/18th Ferrari 512 M**, blue / yellow, superbly detailed model throughout, limited edition No.19 of 948 produced, has some marks from being on display and requires some cleaning. Excellent plus to near mint with good to excellent box and inner tray. **Sold for £180, Vectis Auctions, February.**



■ **GMP 1/18th Scale G1804101 Ferrari 330 P4** red, racing number 6. Has been on display and require some cleaning. Outer box only (missing inner packing). Excellent to near mint in good outer box, **Sold for £130, Vectis Auctions, February.**



■ **MDS Racing Resin 1/18th Ferrari 250 TR Prototype 58/59**, red, racing No.6, Nurburgring 1958, windscreen is missing, 1x exhaust tailpipe damaged, has been on display and requires some cleaning. Generally excellent. **Sold for £45, Vectis Auctions, February.**



■ **Tecnomodel TM18-05B 1/18th Mythos Series Bizzarrini 5300 GT 1965**, metallic green, limited edition 43 of 75 produced, requires some trim parts re gluing and a gentle clean. Excellent plus to near mint with excellent box and good outer sleeve. **Sold for £60, Vectis Auctions, February.**



■ **BBR Models (Italy) 1/18th BBR1851B 1962 Ferrari 400 Super America**, red, tan interior, chrome trim, spoked wire wheels, ltd edition number 040/200 - with numbered certificate and guarantee card and display plinth. Has some previous cleaning minor scratches to paintwork & some chrome trim missing. Excellent plus to near mint in excellent lift-off lid box. **Sold for £130, Vectis Auctions, February.**



■ **MG Model Plus (Italy) MG18.37B 1/18th Ferrari Dino 206S Coupe**, red, racing number 12, 1000KM Spa Francorchamps 66 Team Maranello - Attwood/Guichet, limited edition No.6 of only 50. Near mint to mint in excellent plus rigid perspex case and plastic plinth and original outer box. **Sold for £90, Vectis Auctions, February.**



■ **Carlo Brianza ABC48 1/43rd Lancia Race Car Transporter**, grey, "S.A. Scuderia Ferrari" - Modena - Italy 1930, certificate display case, No.116 of 500 produced. Near mint to mint with excellent display case and outer box. **Sold for £190, Vectis Auctions, February.**



■ **Carlo Brianza ABC43 1/43rd Ceirano 47 CRA Race Car Transporter**, grey, "S.A. Scuderia Ferrari" - Modena - Italy 1929, certificate display case, No.44 of 500 produced. Near mint to mint with excellent display case and missing outer box. **Sold for £160, Vectis Auctions, February.**



■ **AMR 1/43rd Ferrari P6 - metallic blue - Salon de Turin 1968**, limited edition No.76 of 500 produced. Near mint to mint with excellent box and outer transit carton. **Sold for £140, Vectis Auctions, February.**



■ **ABC 120 1/43rd Ferrari Pinin Quattrporte 1980**, silver, limited edition No.97 of 500 produced. Near mint to mint with excellent display case and good plus outer box. **Sold for £90, Vectis Auctions, February.**



■ **ABC 140 1/43rd Ferrari Alcador Sbarro 1993**, metallic blue, limited edition certificated display case No.111 of 500 produced. Near mint to mint with excellent display case and excellent outer box. **Sold for £60, Vectis Auctions, February.**



■ **Corgi Toys No.241 Ghia I.6.4**, finished in gold with ivory interior, chrome trim and spun hubs, in the original card box (near mint, box good). **Sold for £55, Lacy Scott & Knight, February.**



■ **Corgi Toys No.345 MGC GT competition model**, yellow body, black bonnet, tailgate and interior, spoked wheels, black suitcase, in the original blue and yellow all card box, (near mint, box very good to near mint). **Sold for £60, Lacy Scott & Knight, February.**



■ **Corgi Toys No.302 MGA Sports Car**, red body with silver detailed grille, cream seats with plastic windshield, smooth spun hubs, sold in the original all card yellow and blue worn box (very good, box good). **Sold for £45, Lacy Scott & Knight, February.**



■ **Corgi Toys No.217 Fiat 1800**, light blue, lemon interior, smooth hubs, in the original blue and yellow card box (near mint, box near mint). **Sold for £45, Lacy Scott & Knight, February.**



■ **Corgi Toys No.209 Riley Pathfinder Police car**, black body with silver detailing, police logo and bell on roof, aerial apparent, original all card box (near mint, box very good). **Sold for £75, Lacy Scott & Knight, February.**



■ **Corgi Toys No.332 Lancia Zagato Fulvia**, yellow body with black bonnet and black doors, brown interior, in the original blue and yellow all-card box (near mint, box very good to near mint). **Sold for £85, Lacy Scott & Knight, February.**



■ **Corgi Toys No.252 Rover 2000**, comprising of a metallic blue body with a red interior and spun hubs, housed in the original blue and yellow card box (very good to excellent, box good). **Sold for £30, Lacy Scott & Knight, February.**



■ **Corgi Toys No.228 Volvo P.1800**, with red body, yellow interior and spun hubs, jewelled headlights, in the original blue and yellow all card box (near mint, box very good). **Sold for £75, Lacy Scott & Knight, February.**



■ **Corgi Toys No.312 Jaguar 'E' type competition model**, silver vacuum plated, RN2, driver, spoke wheels, in yellow and blue box with leaflet (very good to excellent, box very good). **Sold for £60, Lacy Scott & Knight, February.**



■ **Corgi Toys No.224 Bentley Continental**, in two-tone green and fitted with a red interior and jewelled lights, housed in a good original Corgi blue and yellow picture sided box (excellent, display box good). **Sold for £40, Lacy Scott & Knight, February.**



■ **Corgi Toys No.300 Austin Healey sports car**, red body with cream seats, shaped spun hubs, in the original blue and yellow all-card box model is near mint, outer box near mint). **Sold for £90, Lacy Scott & Knight, February.**



■ **Corgi Toys No.317 B.M.C Mini Cooper**, with a red body and white roof, fitted with yellow interior, jewel headlights and No.37 decal on the door and Monte Carlo decal on the bonnet, in excellent to near mint condition. Housed the original yellow and blue picture-sided box with the original packaging ring and model leaflet, (excellent to near mint, box very good). **Sold for £130, Lacy Scott & Knight, February.**



■ **Corgi Toys No.474 Musical Walls ice cream van**, Ford Thames in light blue and cream, musical feature not working, with spun hubs, with musical chimes card, in the original all-card box with packing pieces (good to very good, box excellent). **Sold for £110, Lacy Scott & Knight, February.**



■ **Corgi Toys No.450 Austin Mini Van**, comprising of metallic green body with red interior and spun hubs, with jewelled headlights and housed in the original blue & yellow card box, slight wear to the rear otherwise (near mint, box excellent). **Sold for £85, Lacy Scott & Knight, February.**



■ **Corgi Toys No.339 Mini Cooper S Monte Carlo Winner**, red body with white roof, racing number 177, 2 spare wheels in roof rack, in the original blue and yellow stickered No.227 pictorial card box (very near mint box very near mint). **Sold for £130, Lacy Scott & Knight, February.**



■ **Dinky 408 Big Bedford Lorry**, pink cab and chassis, light beige back and supertoy hubs with grey tyres, silver trim and metal tow hook. Excellent bright example of a rare issue to find with a good plus displays well blue and yellow lift off lid picture box. **Sold for £500, Vectis Auctions, March.**



■ **Corgi Toys Major 1129 Bedford Type S Tanker "Milk"**, light blue and white including trailer, silver trim and spun hubs. Excellent plus in good to good plus box complete with insert and Corgi Model Club slip. **Sold for £260, Vectis Auctions, March.**



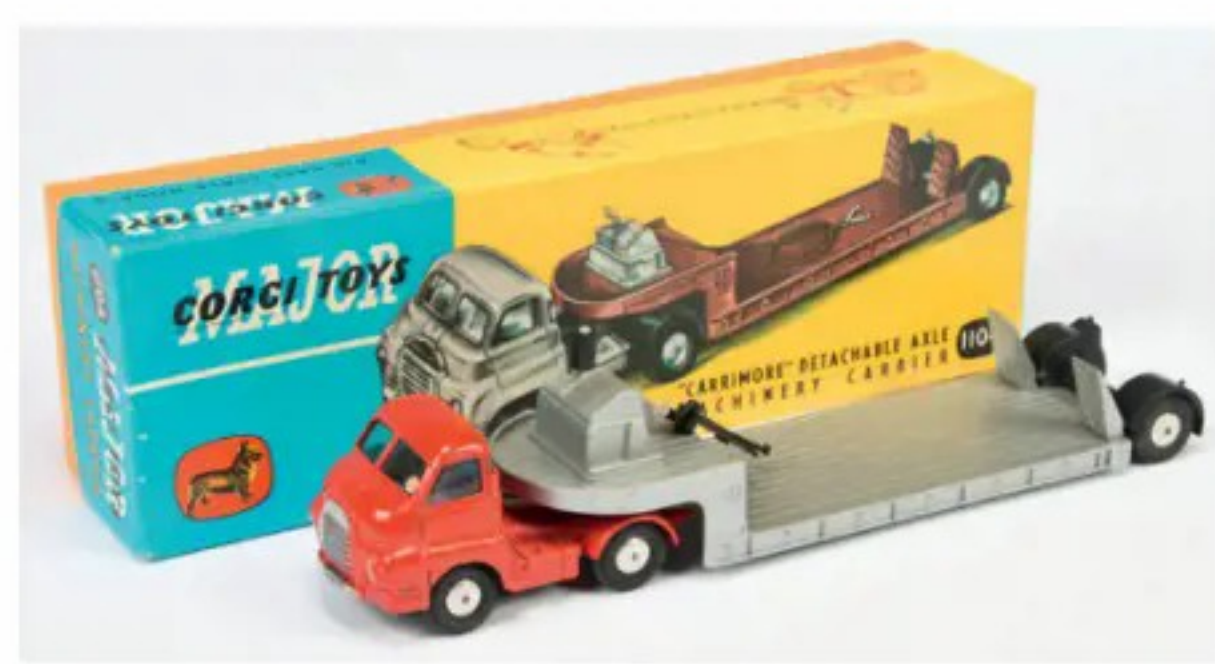
■ **Corgi Toys Major 1137 Ford Articulated Truck and Trailer "Express Service"**, blue cab, lemon interior, silver trim, bare metal air-horns, spun hubs, with Trailer blue, red, chrome plated opening doors, spun hubs. Excellent to near mint in fair to good box and insert. **Sold for £110, Vectis Auctions, March.**



■ **Corgi Toys Major 1138 Ford Articulated Car Transporter**, orange, blue, white, cast hubs. Condition is generally excellent to excellent plus still a bright example in fair to good box with insert. **Sold for £100, Vectis Auctions, March.**



■ **Corgi Toys Major 1105 Bedford TK Carrimore Car Transporter**, red cab, lemon interior, silver trim and spun hubs with trailer, blue, pale green, silver platforms, spun hubs and "Corgi Dog" logo decal on rear ramp. Good plus to excellent in good plus to excellent box complete with leaflet. **Sold for £130, Vectis Auctions, March.**



■ **Corgi Toys Major 1104 Bedford type S Carrimore Machinery Carrier**, red cab with silver trim and flat spun hubs with trailer, silver including winch box, black detachable axles with flat spun hubs. Excellent to excellent plus nice bright example in excellent box. **Sold for £50, Vectis Auctions, March.**



■ **Corgi Toys Major 1111 Massey Ferguson 780 Combine Harvester**, red including plastic hubs, yellow plastic tynes, figure driver missing. Excellent plus to near mint in generally fair to good box complete with insert. **Sold for £70, Vectis Auctions, March.**



■ **Corgi Toys Major 1120 Midland Red Motorway Express Coach**, red body, gloss black roof, pale yellow interior, silver trim and flat spun hubs. Excellent to excellent plus in good plus box. **Sold for £50, Vectis Auctions, March.**



■ **Corgi Toys Major 1126 Ecurie Ecosse Racing Car Transporter**, blue body with yellow lettering, brown interior, silver trim and spun hubs. Excellent in good to good plus box complete with insert. **Sold for £120, Vectis Auctions, March.**



■ **Corgi Toys Major 1100 Bedford Type S Carrimore Low loader**, red cab with silver trim, spun hubs with metallic blue trailer, silver winch box, spun hubs and "Corgi Dog" Logo decal on ramp. Excellent still a nice bright example in fair to good box complete with insert. **Sold for £120, Vectis Auctions, March.**



■ **Corgi Toys Major 1101 Bedford Type S Carrimore Car Transporter**, red cab with silver trim, blue and pale green Trailer with blue platform, flat spun hubs. Condition is generally good to good plus in fair box. **Sold for £45, Vectis Auctions, March.**



■ **Corgi Toys Major 1102 Euclid TC-12 Tractor with Dozer Blade**, lime green body and rollers with black rubber tracks, silver blade, grey plastics and metal tow hook. Good to good plus in fair box. **Sold for £50, Vectis Auctions, March.**



■ **Corgi Toys Major 1124 Corporal Missile Launching Platform**, green, chrome hubs. Good plus to excellent in good box complete with insert and leaflet. **Sold for £50, Vectis Auctions, March.**



■ **Corgi Toys Major 1113 Corporal Guided Missile On Erector Vehicle**, green with silver hubs - missile is white and red with percussion head. Generally good in good box complete with insert. **Sold for £110, Vectis Auctions, March.**



■ **Corgi Toys Major 1112 Corporal Guided Missile On Mobile Launcher**, green with chrome spun hubs - missile is white with red percussion head. Please note head is missing but replacement one is included. Good to excellent in fair to good box complete with insert. **Sold for £30, Vectis Auctions, March.**



■ **Corgi Toys Major Military GS4 "RAF" Gift Set**, comprising of (1) Land Rover "RAF" - blueish-grey including tinplate tilt, flat spun hubs, (2) bloodhound guided missile - white and yellow with red tip, (3) loading trolley - green with flat spun hubs and (4) launching ramp - green with silver and cream base. Condition is good to excellent in fair to good box complete with insert. **Sold for £120, Vectis Auctions, March.**



■ **Corgi Toys Military 358 Oldsmobile "Staff" Car**, green, red interior with figures, spun hubs, aerial. Generally excellent to excellent plus but does have some moddled marks in fair box. **Sold for £60, Vectis Auctions, March.**



■ **Corgi Toys Major 1137 Ford Articulated Truck and Trailer "Express Service"**, blue cab, lemon interior, silver trim, bare metal air-horns and cast hubs, with trailer - blue, red, chrome plated opening doors, cast hubs. Good plus to excellent in fair to good box and insert. **Sold for £100, Vectis Auctions, March.**



■ **Corgi Toys GS6 Gift Set To Include Volkswagen Breakdown truck "Racing Club"**, white, lemon interior, red plastics, spun hubs With Trailer - red, cast hubs and Cooper-Maserati Racing Car - blue, cast hubs, racing No.7. Good to good plus in fair but complete box. **Sold for £80, Vectis Auctions, March.**



■ **Corgi Toys 497 "The Man From Uncle" Thrushbuster - export issue**, deep cream body, silver trim, cast hubs and lamps. Good plus to excellent in good to good plus box and good plus to excellent insert stand complete with ring and Corgi leaflet. **Sold for £320, Vectis Auctions, March.**



■ **Corgi Toys 497 "The Man From Uncle" Thrushbuster - export issue**, deep cream body, silver trim, cast hubs and lamps. Good in fair to good box and good plus to excellent insert stand complete with ring and Corgi leaflet. **Sold for £150, Vectis Auctions, March.**



■ **Corgi Toys 64 Working Conveyor**, red, yellow, lemon interior, spun hubs, black rubber belt, complete with figure and 4 sacks. Excellent plus in good to good plus box and fair to good plus inner stand. **Sold for £70, Vectis Auctions, March.**



■ **Corgi Toys 64 Working Conveyor**, red, yellow, lemon interior, spun hubs, black rubber belt, complete with figure and 5 sacks. Excellent plus in good box and fair to good inner stand. **Sold for £60, Vectis Auctions, March.**



■ **Corgi Toys 256 Volkswagen Saloon (Beetle) "East African Safari"**, orange, brown left hand drive interior, chrome trim and spun hubs, racing No.18. Good plus to excellent (damage to roof tyre and decals) in good to good plus box and good plus to excellent insert stand complete with figure. **Sold for £80, Vectis Auctions, March.**



■ **Corgi Toys 256 Volkswagen Saloon (Beetle) - "East African Safari"**, orange body, brown right hand drive interior, chrome trim, spun hubs and racing number 18. Good plus to Excellent in generally good box and fair to good plus insert stand with figure. **Sold for £80, Vectis Auctions, March.**



■ **Corgi Toys 440 Ford Cortina Super Estate Car**, blue body, wood effect side and rear panels, chrome trim and spun hubs. Generally excellent plus in good to good plus box and fair to good plus insert stand complete with figures. **Sold for £110, Vectis Auctions, March.**



■ **Corgi Toys Major 1141 Bedford TK Tanker "Milk"**, light blue and white, lemon interior, silver trim and spun hubs. Good plus excellent plus still a bright example in good to good plus box complete with insert. **Sold for £260, Vectis Auctions, March.**



■ **Corgi Toys 483 Dodge Kew Fargo Tipper**, white cab with red interior, blue back, graphite grey chassis, chrome trim and spun hubs. Good to excellent plus (some sun fading to cab) in generally good plus box. **Sold for £60, Vectis Auctions, March.**



■ **Corgi Toys 457 ERF Platform Lorry**, light blue cab and chassis, blue back, silver trim, spun hubs, with tow hook. Good plus in good box. **Sold for £40, Vectis Auctions, March.**



■ **A boxed Matchbox Adventure 2000 series Crusader**, with 3 x combat figures # K-2003. The model appears mint in a good box with some creasing of the window. **Sold for £50, British Toy Auctions, March.**



■ **A boxed 1977 dated Starsky & Hutch Ford Gran Torino with Starsky, Hutch and a perp figure # 292**. The car and figures appear mint, the box is good with some storage wear and creasing of the window, the header card has been folded over. It bears a Pontins price sticker. **Sold for £160, British Toy Auctions, March.**



■ **A boxed 1977 dated James Bond The Spy Who Loved Me Lotus Esprit Submersible # 269**. The model appears mint and comes with 4 rockets in it and 6 loose in a bag, the instruction sheet is also with it. The box is fair to good with storage wear and creasing and the header card has been folded over. **Sold for £65, British Toy Auctions, March.**



■ **A boxed vintage Britains Massey Ferguson Front Loader Tractor # 9572.** The model appears mint in a good box with some light creasing of the window. The bag of play rubble is still in the box. **Sold for £100, British Toy Auctions, March.**



■ **An unboxed 1960s Hot Wheels Redline Beach Bomb with both surf boards and flower decals.** The van appears in good plus condition overall with signs of light use, the boards have commensurate age wear from being slid in and out, the fin on the red board is splitting away from the board. This model came to us from its original owner as part of his childhood toy collection in a suitcase from his loft and he was very surprised to be told that this one had any particular value. **Sold for £95, British Toy Auctions, March.**



■ **A boxed British Railways Express Horse Box in maroon # 581.** The model appears in excellent condition with and only a few minor marks. The box is very good with light storage wear. **Sold for £60, British Toy Auctions, March.**



■ **A boxed Hillman Hunter Rally Car # 302,** contains kangaroo. Vehicle is in played with condition with some stickers upside down and others worn. Box has a split through the window and shows some signs of creasing. **Sold for £40, British Toy Auctions, March.**



■ **A boxed Captain Scarlet Spectrum Patrol Vehicle # 103.** The car appears in good condition with a couple of small paint chips and the plastic aerial is missing. The box has a damaged end flap and some clear tape on it. **Sold for £55, British Toy Auctions, March.**



■ **A boxed Captain Scarlet Maximum Security Vehicle # 105.** The car has had some grey paint added, it appears otherwise in good condition. The box has a damaged end flap and some clear tape on it. **Sold for £30, British Toy Auctions, March.**



■ **A boxed Captain Scarlet Spectrum Pursuit Vehicle # 104.** The car appears in good condition overall with some small paint chips, some of the decals are missing and the small white cover off the top is missing. The box has a damaged end flap and one end flap missing. **Sold for £40, British Toy Auctions, March.**



■ **A boxed Joe's Car from the TV series # 102.** They model appears in near mint condition with a couple of tiny marks, the inner packaging is good, the outer box is fair to good with a small tear at one end and some clear tape. The instruction leaflet is also present. **Sold for £130, British Toy Auctions, March.**



■ **A boxed Shado U.F.O. Interceptor # 351.** The model appears very good to near mint with some minor marks, the inner packaging is very good, the outer box is Good with some storage wear and creasing, the instruction sheet is present. **Sold for £130, British Toy Auctions, March.**



■ **A boxed The Avengers Gift Set # 40.** The cars have some play wear and appear fair, the windscreen has broken off the Bentley, the Steed figure is present, Mrs Peel is missing, there are 2 x umbrellas present and the inner packaging is fair to good. The outer box has a missing end flap and some clear tape on it. **Sold for £90, British Toy Auctions, March.**



■ **A boxed ABC TV Mobile Control Room vehicle # 987.** The model appears near mint with camera man figure and camera but the plastic wires are missing. They box is very good. **Sold for £130, British Toy Auctions, March.**



■ **A boxed ABC TV Transmitter Van # 988.** The model appears mint with the roof dish, the box is very good with a little bit of creasing on the lid. **Sold for £130, British Toy Auctions, March.**



■ **A boxed BBC TV Extending Mast Vehicle # 969.** The model appears in very good condition with some minor marks, the dish is with it and the instruction sheet. The box is good with some storage wear, there is one inner packing piece with it. **Sold for £70, British Toy Auctions, March.**



■ **A boxed Z Car Ford Zephyr # 309.** The car shows signs of age and use and appears Fair with a damaged front bumper and the plastic aerials are missing. The box has the end flaps intact but has a tear on the top and the window is missing. **Sold for £60, British Toy Auctions, March.**

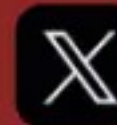


■ **A boxed Rolls Royce Silver Shadow Coupe with take off wheels # 273.** The car appears near mint with some minor rub marks from the box, the box is fair to good with a small hole in the window, there is a Corgi leaflet in the box. **Sold for £35, British Toy Auctions, March.**



■ **A boxed Ford Corsair 2000E # 169.** The car appears in good to very good condition with signs of use, the box is fair to good with a tear in one end flap and some sticky tape residue. **Sold for £20, British Toy Auctions, March.**

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:** Pocher Lamborghini Aventador
Condition: stunning hand-built display model, operates as it should
Sold for: £360.21 (19 bids)



■ **Item:** Tonka "Big Mike" Dual Hydraulic Truck
Condition: good with some light marking and age wear to painted features
Sold for: £365 (17 bids)



■ **Item:** EFE Gilbow Daimler DMS London Transport Bus #99104 DMS - Romford Garage
Condition: new old stock, unopened and still factory sealed, from 2006
Sold for: £361.28 (4 bids)



■ **Item:** Polistil Art RJ12 Fiat 126
Condition: mint in original outer box
Sold for: £335 (28 bids)



■ **Item:** CMC M-210 - 1966 CMC Ferrari 275 GTB/C
Condition: as new, complete with excellent box and all accessories
Sold for: £320 (32 bids)



■ **Item:** Matchbox Lesney Moko 27a Bedford Low Loader
Condition: very good, rare light blue cab with dark blue trailer and unpainted diecast wheels
Sold for: £315 (35 bids)



■ **Item:** Dinky Eagle Transporter Space 1999
Condition: never removed from packaging and complete with transfers, some cracks to blister
Sold for: £258.89 (29 bids)

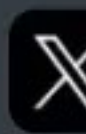


■ **Item:** Universal Hobbies Fordson Super Dexta Roadless Tractor
Condition: mint and complete with its original box, a rare find
Sold for: £250 (24 bids)



■ **Item:** W Britain Mobile Police Car, with officer figures
Condition: very good, with signs of age-wear and use
Sold for: £256.11 (22 bids)

Dear Editor

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A FEMALE PERSPECTIVE - IT'S A LONG STORY

■ I thought I would like to shed a bit of light on the piece in the March issue of *Diecast Collector* by Hazel Ralston and explain a little bit more regarding artwork on car sales brochure's from the past.

Hazel refers to the Humber Hawk, but the image of the front of the sales brochure is actually a Humber Super Snipe.

The Humber Hawk & Super Snipe were produced by the Rootes Group who also made Hillman, Singer and Sunbeam cars as well as Commer and Karrier commercial vehicles. The Rootes Group were masters at badge engineering where similar looking cars had different marque and model names. They were also masters at marketing these cars and also they were also masters at social class marketing too. They were easily able to do this kind of marketing because of the different marques and where to aim them at different social class customers. Hillman's were aimed at the working class, Singer's were for the middle class, Sunbeam's were aimed at the customers who wanted something a bit more sporty and the Humber's were aimed at the upper class.

As I have just said, the Humber models were aimed at the upper class and I will try to explain it in a little more detail. The Humber Hawk was aimed at people such as the business owner and company directors. The Super Snipe was aimed more at the person who was the managing director or chairman of a company. There was also another similar looking big Humber and this was called the Imperial which was a step up from the Super Snipe. The Imperial was aimed at someone who was the chairman of a large company or group of companies and was probably driven around by a chauffeur.

To explain a bit more of the Humber Super Snipe sales brochure picture. As I have just said, the Super Snipe was aimed at the upper class such as the more affluent such as managing directors and

chairmen and that is what is portrayed in that image. They would be the people in dinner

dress attending some dinner or party being held at large house such as a mansion. They say 'every picture tells a story' don't they and this is just what these sales brochures did. Let's face it most of us tend to look more at the pictures before reading any words, don't we? It was the same with the other Rootes Group marque sales brochures too. The Hillman brochures would portray working class people usually enjoying their cars at the weekend such as driving on a coastal road. The Singer brochures usually portrayed their owners as being middle class with the clothes they were wearing and what they were doing. The Sunbeam brochures usually had a motor sport theme to them.

In the late 1960's the Rootes Group sales brochures moved to photographs rather than the manipulated artwork used during the 1950's so, the buyers could see a more accurate image of the car they were thinking about buying. However, the move to photographs didn't always stop trying to make the car look bigger than it actually was. Sometimes they would use smaller models standing next to the car to give the impression that the car was larger than it actually was.

Ian Morton, via email

ED Thank you for this background information, a fascinating read!



IS IT MATCHBOX?

■ I was reading March's issue page 27 and saw the Thunderbirds FAB 60th Anniversary Collection. From the photograph this looks like a relaunch of a Matchbox item that I have – a Thunderbirds Rescue pack still in its presentation box.

Mr Burgess, Hampton Hill

ED The anniversary pack is a web exclusive release from Corgi, and not Matchbox. It is a bundle of Corgi's recent Thunderbird models.

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

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



TOYFAIR TIMES

FAIRS

3 APRIL

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

5 APRIL

- **Blackpool**, Jim Corr, 07504 035955

6 APRIL

- **Eastbourne**, Eastbourne Historic Vehicle, www.ehvc.biz
- **Tenterden**, SRP Toy Fairs*, 07739 998012
- **Wickham**, Steve Clements, 01380 725322/07732 330305
- **Potters Bar**, Joe Lock, 07866 641215

8 APRIL

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

12 APRIL

- **Leeds**, Barry Rennison, 0113 2363695
- **Maidstone**, Maidstone Vintage Toy Fair, 01622 298159/01732 840787

13 APRIL

- **Gateshead**, Jim Corr, 07504 035955
- **Kempton Park**, R M Toys, 02392 262446/07957 823507

18 APRIL GOOD FRIDAY

- **Deeside**, Tony Oakes, 01207 652773/07825 631323
- **Midhurst**, SRP Toy Fairs*, 07739 998012

20 APRIL

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

21 APRIL

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

22 APRIL

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

26 APRIL

- **Reading**, British Model Soldier Society, 01895 832757, www.bmssonline.com

27 APRIL

- **Bromley**, SRP Toy Fairs*, 07739 998012
- **Newton Abbot**, Ray Heard, 01823 480097

3 MAY

- **Musselburgh**, Jim Corr, 07504 035955
- **Brecon**, Jackson & Jackson Events, 07967 681080

4 MAY

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

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AUCTIONS

2 APRIL

- **Leyburn**, Tennants Auctioneers, 01969 623780

7 APRIL

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

10 APRIL

- **Sheffield**, Sheffield Auction Galleries, 0114 2816161

11 & 12 APRIL

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

15 APRIL

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

29 APRIL

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

2 MAY

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

4 MAY

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

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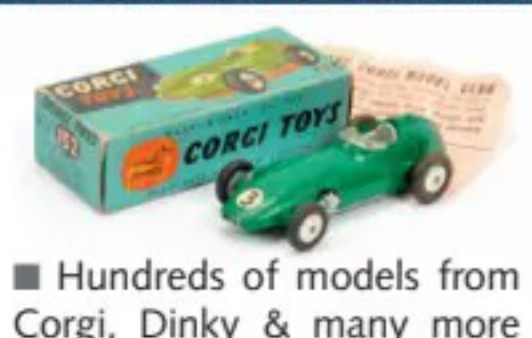
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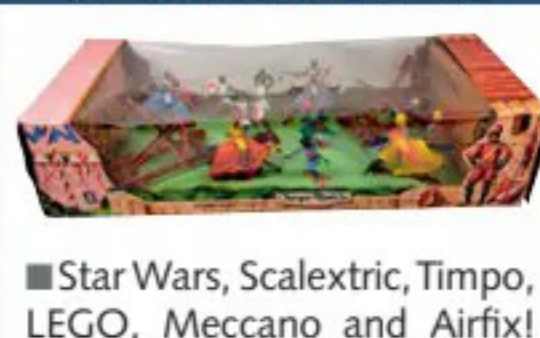
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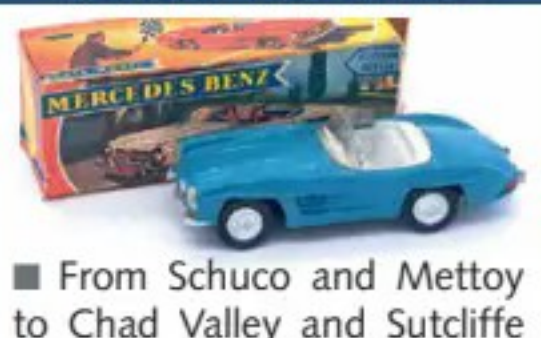
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A FEMALE PERSPECTIVE

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



Dinky Toys – and girls!

Meccano Limited launched Dinky Toys in the 1930s in a world where women had not yet achieved equal opportunities and toys were very clearly divided into those for boys and those for girls.

The successful products of Binns Road – Meccano construction sets and Hornby trains – were very much aimed at boys, and the same could be said of most of the toys that bore the Dinky name. Even towards the end of Dinky production in the later seventies, things hadn't changed all that much. The 1977 catalogue, for example, shows children dressed up in costumes like a spacesuit, police or military uniform to illustrate the appropriate toys, and in each case the models (human, that is!) were boys. In the last few pages, though, it seems that girls were appearing on the box lid pictures of Meccano sets, perhaps in a last-ditch attempt to widen the appeal of the firm's products before the inevitable closure a couple of years later.

Strangely enough, Dinky had occasionally shown some awareness of young female customers in earlier decades. In fact, Dinky had only been around for a couple of years

when, in 1936, a range of doll's house furniture appeared along with the 'Dolly Varden' doll's house. Dinky's growing diecasting expertise was reflected in the construction of the miniature pieces of furniture, some of which had opening doors or sliding drawers. These items were confined to the pre-war period and, apparently, few survive as many suffered from metal fatigue.

Longer lasting were the 'Dinky Builder' sets, first seen in 1934, reintroduced after the war between 1948 and 1954 then revived again in 1958. Dinky Builder was launched as "a new and fascinating building hobby for boys and girls" and was aimed at the younger child, as the method consisted of simple panels which could slide onto metal rods. From start to finish, Dinky Builder advertisements and instruction booklets pictured boys and girls happily working away together.

Of course the majority of Dinky Toys were vehicles. Did Meccano ever consider these might appeal to girls too? The answer, surprisingly, is yes. This became clear in 1957 when the Dinky Toys Club was formed. This was launched in the January *Meccano Magazine* with a double-page

spread explaining that, in return for a postal order of one shilling, applicants could receive an enamel badge, a certificate of membership.

The March issue of the magazine reported that on the very day the formation of the club was announced, membership applications began to roll in. While most were from boys, we're told that "girls and even grown-up people" had joined. A few of the early members were pictured, including Philippa Bowker of Cleveleys near Blackpool, who had the distinction of being the very first girl member of the Club, her portrait being selected as she was "one of the pioneers of the Dinky Toys Club". She wrote in to say that she possessed "a lot of Dinky Toys" and you can't help wondering: where is Philippa now? And has she held on to her Dinky Toys?

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Philippa, if you're still out there, maybe you're a reader of *Diecast Collector*!?

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