



DIECAST

COLLECTOR

Collectors Club
OF GREAT BRITAIN

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The UK's only diecast magazine!

IN-DEPTH

FORGOTTEN FORDS

The search is on for three Fords that failed to cross the Lone Star finishing line...

PLUS!
THE LATEST
TOP MODEL
RELEASES

ALSO

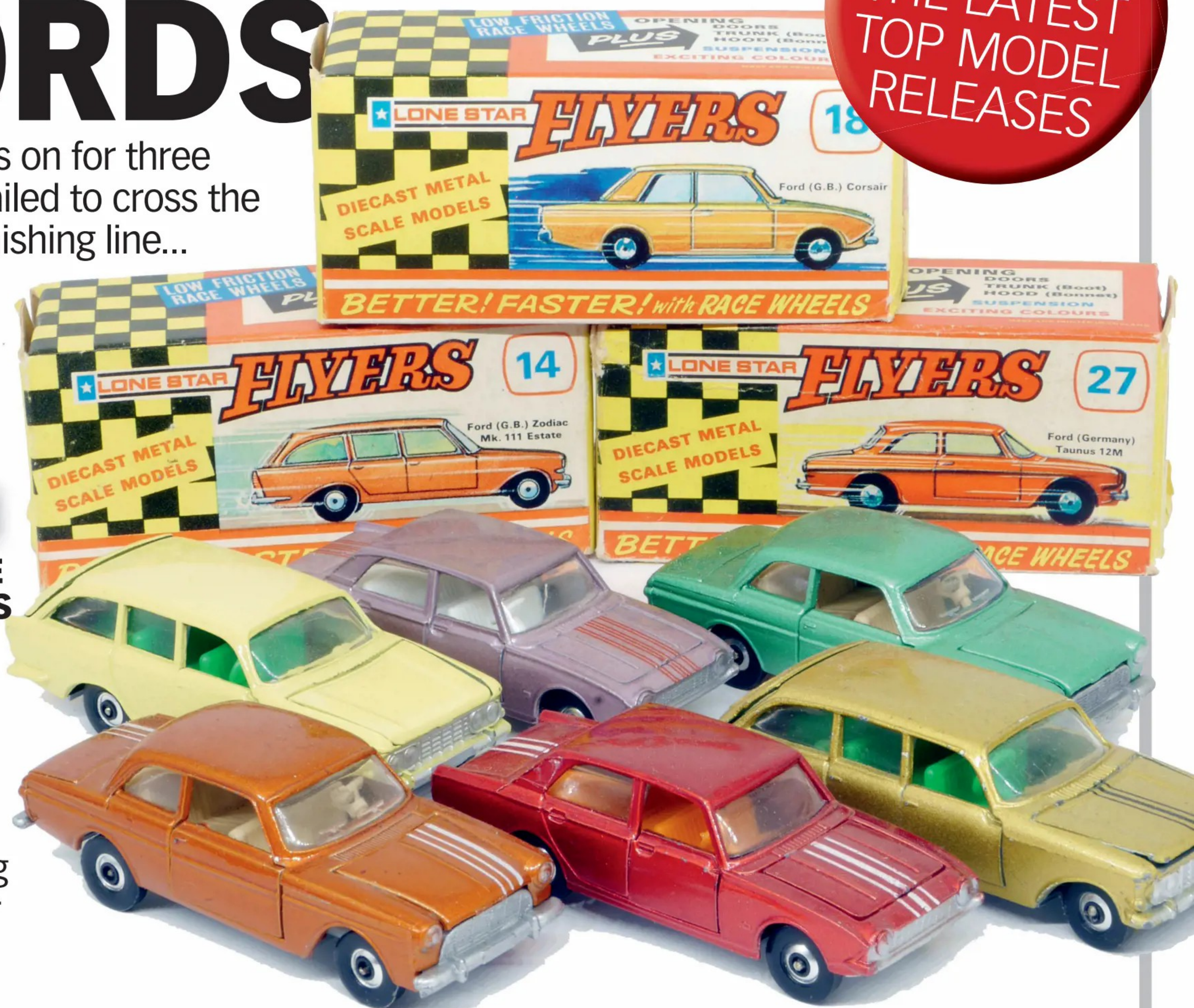
INSIDE...

WE ARE THE CHAMPIONS

Motorsport winners from 2024 in 1/43

MISSING MARQUES

Remembering the Marauder



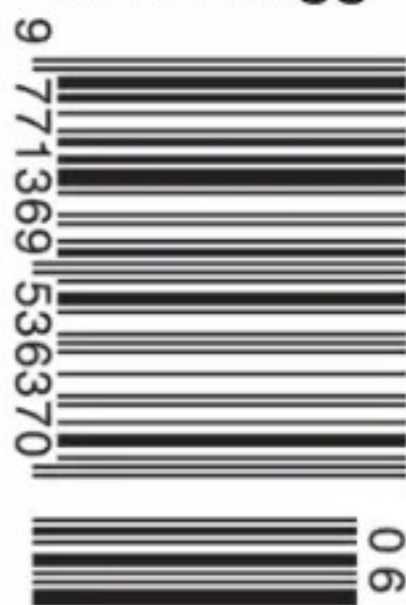
» **LATEST FIAT ELECTRIC VEHICLE RELEASES**

Bringing you up to date with models from Hot Wheels & Bburago

» **VOLKSWAGEN TOBLERONE IN MINIATURE**

Comparing vintage models with their present day counterparts

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DIECAST COLLECTOR

EDITORIAL

Publisher Claire Ingram
claire.ingram@warnersgroup.co.uk

Group Editor Cathy Herron
cathyh@warnersgroup.co.uk

Regular Editorial Contributors

David Pullen, Richard Carlson, Steven Downes, Francisco Mota, Michael Driver, Mike Pigott, Rick Wilson, Charles Barnett, Alwyn Brice, Keith D'Souza, Jarrod Cotter, Steve Coles, Ed Karswell, Andrew Ralston, David Lynn, Stephen Paul Hardy, Hazel Ralston

MARKETING

Marketing Manager
Sophie Thornton Tel: 01778 395085
sophie.thornton@warnersgroup.co.uk
Marketing Assistant
Rebecca Abbott Tel: 01778 395081
rebecca.abbott@warnersgroup.co.uk

ADVERTISING

Advertising Manager
Kristina Green Tel: 01778 392096
kristina.green@warnersgroup.co.uk

Advertising Production

Kay Cotterill Tel: 01778 395065
k.cotterill@warnersgroup.co.uk

NEWS TRADE DISTRIBUTION

Warners Group Distribution Ltd
Tel: 01778 391150

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CONTACT

Write to us at:
Diecast Collector, Warners Group Publications plc,
The Maltings, West Street, Bourne, Lincs, PE10 9PH.
Email us at:
CollectingEditorial@warnersgroup.co.uk

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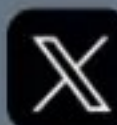


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NEWS

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HOT WHEELS DROPS THE FERRARI DREAM GARAGE

HOT WHEELS has officially reignited its partnership with Ferrari, marking the luxury sports car brand's return to the diecast world after more than a decade. Mattel, Inc. unveiled the first nine products from this long-anticipated collaboration, offering fans a chance to own a piece of automotive history through an exciting new collection of Ferrari-themed Hot Wheels.

The initial release showcases a blend of iconic Ferrari road cars and modern race machines, including legendary models such as the Ferrari F50 and the cutting-edge Ferrari 499P Modificata. These collectibles celebrate Ferrari's historic legacy and technological evolution, catering to both adult collectors and young enthusiasts.

Kicking off the collection is the Hot Wheels Ferrari Heritage Set, available for pre-order exclusively on Mattel Creations. This limited-edition box set includes a re-creation of the first Hot Wheels Ferrari—the 1970 Ferrari 312 P—alongside a modern take on the 24 Hours of Le Mans-winning Ferrari 499P Modificata. Both models feature premium details such as Spectraflame™ paint and Real Riders™ wheels, priced at £130.09.

The full line-up spans premium diecast models and innovative remote-controlled cars. A standout is the 1/64 scale Ferrari SF90 Stradale RC, compatible with standard Hot Wheels tracks. Complete with full-function controls, the mini hypercar brings blistering speed and on-track action to fans of all ages.

“This collection was developed with all Hot Wheels fans in mind, from true Ferrari connoisseurs to budding automotive enthusiasts,” said Roberto Stanichi, Executive Vice President of Hot Wheels. “From our core diecast models to premium collectibles, fans can now bring a piece of Ferrari home.”

The summer launch will see the release of additional Hot Wheels Premium Ferrari models, including the LaFerrari, Ferrari F50, and



Ferrari F40 Competizione—each priced at £8.99 and featuring full diecast construction. A premium two-vehicle set, including the iconic Ferrari 250 GTO and Fiat 642 RN2 Bartoletti transporter, will hit shelves in October for £18.99.

For younger fans, entry-level models like the Ferrari SF90 Stradale and the classic Ferrari 365 GTB4 Competizione will be available for just £2.30. Meanwhile, the Ferrari SF90 Stradale Assetto Fiorano RC model will retail for £33.99, combining thrilling performance with Ferrari authenticity.

Hot Wheels' Ferrari range will begin rolling out to retailers this June, with further product drops and announcements planned throughout 2025. Fans can find more information and shop the collection at www.hotwheels.com/ferrari. ■

ROVER SPORTS TOURER COMING FROM MATRIX

COLLECTORS of classic cars have something to look forward to in 2025, as Matrix Models has announced an exciting new addition to its lineup. Slated for release in the second quarter of the year, Matrix will introduce a 1/43 scale replica of the elegant 1934-1935 Rover 12hp Sports Tourer.

This limited-edition model

will be available in three classic finishes: British Racing Green (MX41706-131), Maroon (MX41706-132), and White (MX41706-133). While the exact pricing has yet to be confirmed, early interest suggests this model is likely to become a popular item among collectors. It will be available through Spacraft Models,

British Heritage Models, or your preferred retailer.

The Rover 12hp holds a special place in British automotive history. Introduced under the leadership of Rover's then-general manager Spencer Wilks, the car was designed to elevate the brand's image and appeal to buyers seeking a more refined alternative to

Fords and Austins. It marked the beginning of Rover's "P" series and was offered in several body styles, including a six-light saloon (£278), a four-light sports saloon with a small external boot (£298), and the four-seat tourer (£288)—the very version replicated by Matrix Models.

Powered by a 1496cc 4-cylinder engine, the original 12hp combined practicality with understated style, making it a standout of its era. Now, this miniature replica captures the spirit of the classic in exquisite detail for the modern collector. ■





NEW FIAT RELEASE FROM BRUMM

ITALIAN model manufacturer Brumm has announced a special limited-edition release to commemorate the Fiat 127's victory as the 1972 "Car of the Year," awarded by the Dutch magazine *Autovisie*. The prestigious title was decided by a panel of 44 automotive journalists from 12 countries, selecting the Fiat 127 over the Renault 15/17. This marks Fiat's third win in the competition, following successes with the Fiat 124 in 1966 and the Fiat 128 in 1969. The award was received by prominent Italian lawyer Gianni Agnelli.

Brumm's tribute includes a detailed reproduction of the Fiat 127 as featured in Fiat's promotional campaign, adorned with the "Car of the Year" slogan in multiple languages and bold, colorful lettering. Packaged in premium commemorative PLUS boxes with magnetic closures, the collection is limited to 200 individually numbered models.

Additionally, four color variants of the Fiat 127, each bearing 1972 license plates, will be released in an ultra-limited series of 127 units. These include white, Tahiti yellow, laggo green, and sierra red, alongside special editions representing Italian highway service vehicles and the Monte Carlo Rally.

Model codes include R500-02, R500-09, R670, and R551. ■

EFE LEYLAND'S LAND

BACHMANN Europe Plc has announced the release of four new 1/76 scale Leyland Titan B15 diecast models, expanding its popular EFE Road range. The unveiling took place at the London Bus Museum's Spring Gathering, held at the historic Brooklands racing circuit.

The Leyland Titan B15 was originally developed in 1973 as a modern successor to outdated double-deckers like the Bristol VRT and Leyland Atlantean. Featuring standardised, integral construction inspired by the Leyland National, the Titan was heavily shaped by London Transport's specifications. Despite early promise, production faced numerous delays—including the closure of Park Royal Vehicles—which ultimately left London Transport as its main customer. The Titan entered service in 1978 and remained in use until withdrawals began in 1992.

The new models are crafted using the Exclusive First Editions dual door tooling and feature liveries never previously offered in the EFE range. The lineup includes:

E28830 – London & Country 911, Route 188 to Euston
E28831 – London Coaches



T343, Route 52 to Victoria

E28833 – London Forest

T82, Docklands Express D1 to Waterloo

E28837 – Kinch Bus KYV371X, Route 126 via Alan Moss Road

These detailed collectables are set to hit retailers in Summer 2025 with an RRP of £46.95. ■

LATEST CMC



CORGI Model Club has launched its long-awaited Corgi No.436 Citroën ID19 Safari model, now available without delays. Originally postponed due to tooling issues, the diecast car hit shelves in April 1963 and quickly became a standout among Corgi's Citroën estate releases of the 1960s.

Inspired by Citroën's UK "Safari" branding and the popular early-60s BBC *On Safari* documentary series, the model features a two-piece opening tailgate, a fold-down rear seat operated via a thumbwheel, and two included figures. It also sports a roof-rack with luggage and a 'Wildlife Preservation' bonnet logo, enhancing its adventurous theme.

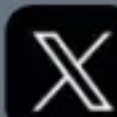
For more information visit www.corgimodelclub.com. ■

NEW MINICHAMPS F1

MINICHAMPS has released a highly anticipated 1/18 scale model of Fernando Alonso's Renault R26 from the 2006 Brazilian Grand Prix — the race that secured his second Formula One world title. The detailed replica celebrates Alonso's second-place finish in São Paulo, which was enough to clinch the championship ahead of Michael Schumacher. Alonso dominated early in the 2006 season, winning six of the first nine races but a late-season surge from Schumacher set up a dramatic finale. After a pivotal victory in Japan and Schumacher's misfortune in Brazil, Alonso sealed the title.

This limited edition model is restricted to just 702 pieces worldwide and is available now for £209.99 from Diecast Legends (www.diecastlegends.com) or your preferred retailer. ■

NEWS

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MODEL HISTORY IN US Charles Barnett was on hand...

THE annual 1/43 & Automobilia Show took place in March at an outer suburb south-west of Chicago. It has become a fixture for serious collectors of handbuilt 1/43 scale models in the USA.

A small relaxed event, the vibe is one of friendship and camaraderie but there is very serious business done, and the show is seen as one of the world's major "shop-windows" for handbuilt models.

Motor City is one of the most revered names in this sphere. The company specialised in American cars of the 1930-60s, and all its models were of the highest quality possible at the time. In terms of casting, finish and detail they remain unsurpassed, and their prices then and now reflect this. Sadly, the company has been defunct since 2009, when its principal, the late Alan Novak,

retired. However, the business was taken over by enthusiast Jeff Thomas, with the intention of carrying on, with the help of British master pattern-maker Pete Kenna and expert builder John Ellis, also in the UK. Sadly, however, ill-health and other problems prevented Jeff from realizing his ambition, and only a small quantity of his initial model, the 1959 Cadillac (his favourite car) were completed.

Show promoter Jeff Lane wanted a special item as the "show-model" for the event, and persuaded Jeff Thomas to allow the small number of the Cadillacs to be this model. So, this is something rather special – most likely the final, Motor City model to be released.

It is the 1959 Cadillac Fleetwood Sixty Special 4-door Sedan. The Sixty Special, as the



second-tier "normal" sedan, is not replicated nearly as much. Of the 1/43 replicas that may be out there, the Motor City is far and away the best. The body is resin, but the roof panel and all other parts are white metal, and the moulding and casting quality overall, is top-class, as is the finish and level of detail – the interior is particularly worthy of note, with its two-tone steering wheel, detailed fascia, two-tone seats and door trim, with all the fittings there. For each of the four colours, there is the option of open or closed windows, but

that interior detail can be clearly seen with either. The four colours are all authentic – Seminole Red with Dover White roof, Dover White with Persian Sand Metallic roof, single-tone Argyle Blue (metallic) or Ebony Black.

Just 24 models in total were available, six in each colour, three each open or closed windows.

The price of the model is suitably exclusive – \$535.00 – but Motor City models have always been expensive, and allowing for inflation over the years, this is probably not far from the price for a new 'general' release. ■

NEXT MONTH

JULY 2025
Issue 333

PLUS...

- Lotus Esprit - track & road
- Remembering the RAF Puma as it enters retirement
- A-Z of diecast collecting
- Models 'Little & Large'
- Auction results
- All the latest news
- Extensive selection of new model releases
- And much more...

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Diecast copies

How the practice of copying diecast models was carried out in various countries right across Europe.

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



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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.

CELEBRATE LEWIS HAMILTON'S RACING CAREER AT MERCEDES WITH BBURAGO

To fans of Formula 1 and, let's be honest, most people in general, Lewis Hamilton needs little or even no introduction. To clarify, though, just in case, he's an incredibly successful racing driver. Currently, he shares the record for number of F1 World Championships won (seven, alongside Michael Schumacher) and when it comes to his home British Grand Prix at Silverstone, he has won it a record nine times.

Sir Lewis (he was knighted in December 2021) began his F1 career with McLaren, in 2007, winning his first Grand Prix at Canada and coming incredibly close to winning his first championship the same year. He made no such mistake the following year, claiming his first title in 2008. He would stay with the team until the end of the 2012 season, but no further championships would come his way during that time, despite a total of 21 Grand Prix victories in his six years there.

For 2013, Hamilton switched to Mercedes, but would only win one more race. That all changed the following season, though, taking 11 victories on his way to his second title in 2014. For 2015, another 10 victories followed, leading to his third title.

Another 10 race wins were claimed in 2016, but the title evaded him, finishing a close second to his teammate, Nico Rosberg. Hamilton would then go on an incredible run, taking the title in each of the subsequent four seasons with 9, 11, 11 and 11 race wins respectively in 2017, 2018, 2019, and 2020.

BBURAGO
F1 Mercedes-Benz
British GP Lewis
Hamilton Pack of 4

SCALE: 1/43
PRICE: £39.99
REF: B18-38093

www.oneforfun.com

The four seasons since, to 2024, have not been so successful for the popular driver. There were eight race wins in 2021 but, since then, his only victories have come at the British and Belgian Grand Prix in 2024. For the new season, which started earlier this year, he is writing a new chapter in his career, having joined the famous Ferrari team.

Bburago has chosen to celebrate his time at Mercedes-AMG, and his record-breaking nine British Grand Prix victories, with a new set, featuring models of his cars from the four recent seasons. This set of 1/43 scale replicas comes mounted in special 'diorama' packaging, with the models laid out in grid-like fashion, making for a great display literally straight out of the box. Each car is nicely-detailed and is a combination of a diecast body with plastic-moulded undertray and wing elements. Given that each car effectively costs just £10, this great set of four replicas represents incredibly good value. ■

BELOW
Celebrating Hamilton's time at Mercedes-AMG, Bburago has modelled four cars from recent seasons.



ABOVE This set comes mounted in special 'diorama' packaging, with the models laid out in grid-like fashion, making for a great display.



MATRIX MODELS
1951 Cadillac Superior Ambulance – red
SCALE: 1/43 **PRICE:** £125 **REF:** MX20301-461
www.matrixscalemodels.com

A typical early 1950s Cadillac. The level of finish and detail is excellent, with all the fittings and a detailed interior, a stretcher easily visible through the side windows.



MATRIX MODELS
1951 Cadillac Superior Ambulance – metallic brown
SCALE: 1/43 **PRICE:** £125 **REF:** 20301-463
www.matrixscalemodels.com

This version has a different layout of the auxiliaries, in line with the original, and is in a less common colour than we usually see. Limited to just 120 examples.



AVIATION 72
Aérospatiale/Westland Gazelle – XX450 Royal Marines
SCALE: 1/72 **PRICE:** £49.96 **REF:** AV72-24-014
www.clevelandsdiecast.co.uk

XX450 spent 10 years with the Royal Marines and was later purchased by Gazelle Squadron, in 2015. Comes with its own display stand. Limited edition of 196.



AVIATION 72
Aérospatiale/Westland Gazelle – HT.3 XZ936 Empire Test Pilots School
SCALE: 1/72 **PRICE:** £49.96 **REF:** AV72-24-017
www.clevelandsdiecast.co.uk

The later Empire Test Pilots School livery under QinetiQ. Excellent attention to detail and a superb paint finish. Comes with a display stand. Limited to just 240.



WEISS BROTHERS
Pettibone Traverse T944X Telehandler
SCALE: 1/50 **PRICE:** \$139.95 **REF:** WBR036
www.weissbrothers.us

A highly accurate model featuring a telescopic and traversing boom, cabin door with interior detailing and opening bonnet revealing the internal engine.



NZG
Liebherr LB45.1 Rotary Drill Rig
SCALE: 1/50 **PRICE:** €389 **REF:** 1070
www.liebherr.com/liebherrshop/en/gbr

For foundation drilling work, the Liebherr LB45.1 has a fully operational mast, extending track frames for stability, Kelly bar with auger and two working winches.



TMC SCALEMODELS
Hitachi ZX95US-7 Tracked Excavator
SCALE: 1/50 **PRICE:** €119 **REF:** n/a
www.hcmewebshop.com

With linked track pads, working dozer blade and compact design, this is a very detailed release. With authentic hydraulic lines and lifting engine cover.



TMC SCALEMODELS
Hitachi ZW310-7 Wheel Loader
SCALE: 1/50 **PRICE:** €119 **REF:** n/a
www.hcmewebshop.com

No matter where you look, the small details on this Hitachi loader stand out, from the opening side panels to the articulated steering and hydraulic lines.

AN UPDATED KUBOTA FROM UNIVERSAL

Universal Hobbies released its first M7 tractor, an M7-171, soon after Kubota launched the tractor. Then, when Kubota introduced the M7-172 tractor, Universal Hobbies followed in 2022 by updating its model. Kubota continued to develop the M7 tractor and Universal Hobbies has now issued this model of the new M7-174 tractor. It did not issue a model of the M7003 series tractor.

The tooling for Universal Hobbies' M7-174 tractor is based on the previous M7-172 model. It's a well-built, detailed model with many metal parts. It has a detachable front weight and working front linkage with adjustable length top

UNIVERSAL HOBBIES
Kubota M7-174 Tractor

PRICE: £60
SCALE: 1/32
REF: UH6727

www.kuk.kubota-eu.com

link. New for this model it has a yellow guard on the front pto, white GPS receiver, extra aerials, warning boards and redesigned fuel and DEF tanks.

Inside the cab, neither the door nor rear window open, it has light grey panelling, black floor matting, a detailed instrument panel and orange throttle pedal. On the driver's armrest there's a joystick and active K-monitor. The model keeps Universal Hobbies' original two-point linkage but it now has an adjustable length top link and 'coloured-coded' hydraulic block. There are also new work lights on the cab, plus red and white marker boards. ■



LEFT
Visible in these images is the fine detailing from Universal Hobbies, although neither the door nor window open.



UNIVERSAL HOBBIES
DEUTZ-FAHR 6150.4 RVSHIFT WARRIOR Tractor
SCALE: 1/32 **PRICE:** £88 **REF:** UH6689

www.deutz-fahr.com

Limited edition and individually numbered tractor with working linkages and steerable wheels. The cab interior is accurately laid out and detailed.



ARTITEC
Ford Super Major 5000 Tractor
SCALE: 1/87 **PRICE:** around £30
REF: 387.441

www.artitec.nl

Artitec's hand built, aged tractor is provided front weights, engine detail, steering linkage, detailed driver's platform and lower links with drawbar.



BRITAINS
Ford TW-35 Gen I Tractor with Dual Rear Wheels
SCALE: 1/32 **PRICE:** £36.99 **REF:** 43394

www.britainsfarmtoys.co.uk

This latest edition of the Ford TW-35 tractor has detachable rear wheels and Britains' new heavy duty two-point linkage. A lovely replica.



ROS
Kuhn Merge-Maxx 440F Belt Merger - Work Edition
SCALE: 1/32 **PRICE:** £61.75 **REF:** 9401336

www.kuhn.co.uk/kuhn-shop

Special work edition featuring green strands on the rotating crop guard, cover, pickup tines and merger belts. Only 400 models have been made.

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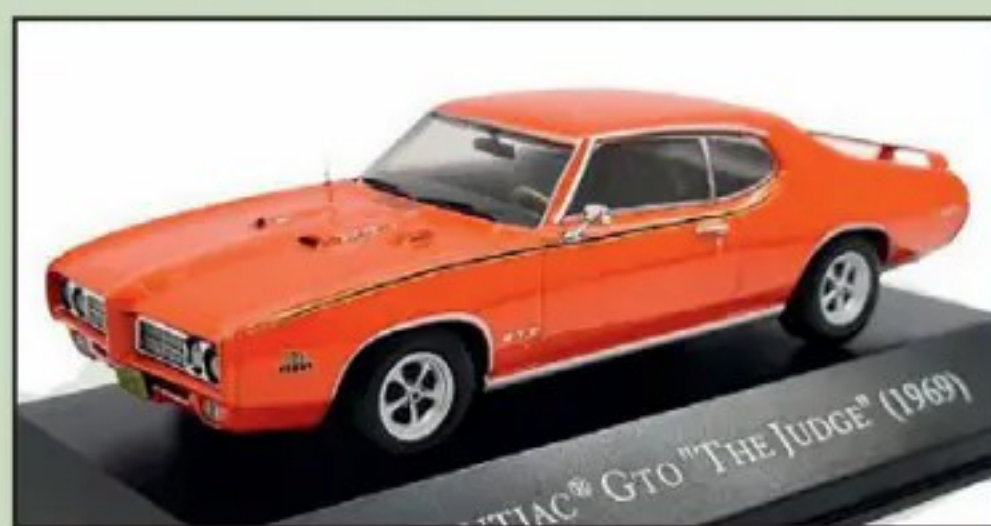
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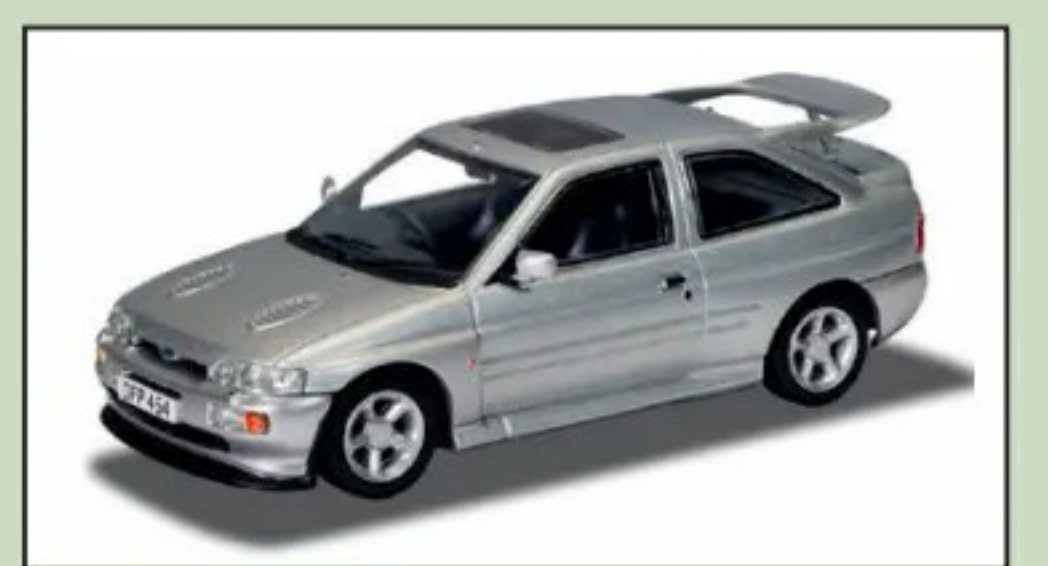
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GET READY FOR ACTION WITH CORGI'S UPDATED THUNDERBIRDS RELEASES

Gerry Anderson's *Thunderbirds* needs no real introduction, of course. It first aired, on ITV, in September 1965, so the legendary 1960s TV series celebrates its 60th anniversary in 2025.

To mark the occasion of this anniversary, Corgi has re-released its classic line up of diecasts from the show, with some important modifications. Lady Penelope's FAB 1 is a straight reissue (CC00605, £39.99) and Thunderbirds 1 & 3 first appear unchanged, but Thunderbird 3, importantly, has been re-tooled to feature a longer, better-scaled nosecone (CC00902, £34.99). All three of the new issues are available together as one bundle (BUNDLEC21) at £109.99, which offers a small discount on the combined individual prices.

Another important update, for this round of releases, is the fact that all three come in Corgi's special premium, hinged-lid boxes. The overall box colour identifies the contents, with the TV series logo and model detail graphics picked out in a shiny, foiled finish, so these really display well in their boxes.

Here we have Thunderbirds 2 & 4, with Thunderbird 2 now wearing a more screen-accurate green, both in terms of Apple Green shade and matte finish. There are also a few more details picked out on Thunderbird 2 as well.

Thunderbird 2, piloted by Virgil Tracy, is the freighter that carries all of International Rescue's ingenious heavy engineering equipment. With a maximum flying speed of 2,000 miles per hour, according to Corgi's website, the 'real' Thunderbird 2 is 250ft long with a wingspan of 180ft. The model is 15.2cm long by 10.8cm wide. This would mean that Thunderbird 2, as modelled here, is roughly 1/500 scale.

Largely diecast (on Thunderbird 2, the main legs and pod base are plastic, as are the exhausts), this set is another lovely rendition to add to your collection of Anderson diecasts. But, wait, there's more to come! Later this year, there will be two new Thunderbirds from Corgi. The never-before-modelled Thunderbird 5 space station should be here around the actual 60th anniversary and you will be able to dock the newly-retooled Thunderbird 3 to it as well, just like in the show. And there will be a new, larger-scaled Thunderbird 4 (piloted in the show by Gordon Tracy) arriving too, finally giving us the chance to fully appreciate this amazing little underwater craft. F.A.B., Virgil! ■

RIGHT
Thunderbird 2 now wears a more screen-accurate green, both in terms of Apple Green shade and matte finish.

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RIGHT
The models come in Corgi's special premium, hinged-lid boxes. The overall box colour identifies the contents, with the TV series logo and model detail graphics picked out in a shiny, foiled finish.



RIGHT
Thunderbird 2 has a few more details picked out, some of which are demonstrated by this view from the rear.





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An impressive release featuring full-width walkways on both sides, fully replicated cabin interior, sliding access ladders and full hydraulic line detailing.

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www.wsi-models.com



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The striking features of this tipping trailer have been accurately captured, including the opening covers on the dump body which tips to a realistic angle.

www.wsi-models.com



IMC MODELS
Sany Reach Stacker 'Mammoet'
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Capable of handling 20' and 40' shipping containers, this Sany reach stacker released in Mammoet decoration features a telescopic boom with handling system.

store.mammoet.com



IMC MODELS
LTM1650 Ballast Trailer 'Mammoet'
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This 7-axle ballast trailer is designed to transport the Liebherr LTM1650-8.1 ballast and equipment, and is the perfect partner for the 8-axle mobile crane.

store.mammoet.com



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This is based on a Scania S770 6x4 tractor paired with a Goldhofer 4-axle semi low loader trailer with hydraulically operated folding loading ramps.

www.tekno.nl



CAVALLINO
Scania R Highline 4x2 with Bulk Trailer 'Van Tuijl Nieuwaal'
 SCALE: 1/50 PRICE: €106 REF: 20-1317

Cavallino impresses with their line of replicas, like this bulk trailer with tipping body coupled to a Scania R Highline tractor of the Van Tuijl Nieuwaal transport.

www.cavallino-store.com



CAVALLINO
Scania R Highline 6x4, Refrigerated Trailer Tenden Transport
 SCALE: 1/50 PRICE: €102 REF: 20-1262

A 3-axle ThermoKing refrigerated trailer is the basis for this release, paired with a neatly detailed Scania R Highline 6x4 tractor capturing the looks of the original.

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Into Summer...

It already seems as if it has been a long year (and as if Spielwarenmesse 2025 was a lifetime ago) but as **Stephen Paul Hardy** reflects the year has only really just started in terms of the roll out of this year's releases.

ABOVE
AutoCult's Anadol A1 of 1966, released back in July 2016, backdrops the latest pair of its releases in the Avenue 43 range modelling the Anadol STC-16 of 1973.

BELOW
At first glance a confounding image with a very familiar radiator grill style that doesn't immediately connect in the mind with the Pullman body style. Based on an extended BMW 502 chassis, powered by a 120 hp 3.2 litre V8 engine, this heavyweight (literally) it is another interesting example of a good design that never lived beyond the prototype stage...

There is an unmistakable feeling in the air that, in certain sectors at least, the scale model market is trading water with unsold stock just building up. Certainly, the trends I pondered over in last year's quarterly reviews appear to be more and more evident. Most prominent perhaps is the 1/64 diecast sector gathering significant momentum spearheaded by Mini GT with others hard on its heels (or bumpers...).

TRENDING

This 1/64 renaissance is potentially down to three factors: an amazing escalation in some manufacturers detail, finish and coverage of contemporary subject themes, the attraction of the modest cabinet display space they require and pricing relative to larger scales.

Certainly, subject themes that appeal to the fans of the contemporary customised and tuned street car cultures is very evident in those high-end 1/64

ranges that also continue to appear strong in the 1/18 sector. Hand in hand with those continuing trends comes an emphasis on the automotive scene in Asia. The second trend that seems to be growing noticeably is a renaissance in interest in North American Classic automobiles of the 1950s and 1960s. Evidence of this is manifesting itself in all scales, from some highly detailed new releases in 1/87, right up to a multitude of offerings in 1/12. Not surprisingly reissues of favourites from the Corgi range that were contemporary North American cars when they first released now feature centre stage in the Corgi Model Club listings. But with new releases on the theme also from Oxford Diecast and many others the choice is wide open and I look forward to seeing what has emerged in both subject themes over the next three months.

My choice though, as we look forward to summer, is hunkering down in 1/43 with some, predominantly, European overtones. So, first a follow up from last month's coverage of the latest exclusive masterpieces from AutoCult by looking at its own releases from the first quarter of 2025.

AUTOCULT AND AVENUE 43 UPDATE 01/25

- **Pickwick Nite Coach - 1930 (#10014-1 black-yellow-red / #10014-2 blue-white)** as reviewed in full in the March 2025 issue
- **BMW 505 Pullman Ghia Aigle - 1955 (#06063-1 black / #06063-2 white)**

A fascinating and, strangely attractive model capturing a body style not normally associated with BMW. That is portably because its design was aimed





at a very specific market – a potential alternative to the Mercedes Type 300 as Chancellor Konrad Adenauer's choice of official car. In many respects this BMW commission from Ghia Aigle in Lugano, Switzerland scored well in comparison with the Mercedes.

02/25

• **Bugatti Type 40 Boat tail Speedster - 1927 (#01023 blue)**

Introduced in June 1926 and produced until May 1931 the Bugatti Type 40 was primarily a four-seater saloon powered by a sports derived engine from the Type 35. As such it lent itself admirably to this adaptation with coach-built boat tail style bodywork. A gorgeous little model that endears itself not only for the charisma of traditional Bugatti blue combined and high level of fine detail but for the sheer charisma of the era that it conveys.

• **Austin Healey 100S Streamliner -1956 (#07031)**

Land speed record cars have always held a fascination with many collectors. This latest addition carries a lot of quintessentially British charisma, modelling the heavily modified Healy 100 in which Donald Healey attained a remarkable 192.6mph on the Utah 'Bonneville Salt Flats' on 22 August 1954. An absolute 'must' of a model for so many reasons.

03/25

• **Jawa 750 Roadster - 1935 (#02035)**

Since the early days the automobile endurance races have forever been both a major developmental and publicity opportunity. In this case the Czech manufacturer Jawa seized the opportunity in 1935 of staging the third "1,000 miles of Czechoslovakia" long distance event to prepare six cars for entry in the competition – three convertibles and three roadsters. AutoCult's latest model of the agile and comparatively rugged little car powered by a 26 bhp 745cc two-stroke engine models the roadster version supplementing the Coupé version released back in December 2015 (#02001)

• **Cadillac Star Streak - 1971 (#09022)**

What an stunning 'jaw-dropping' model this is! A scale model of the unique motorhome built up from an Oldsmobile Tornado chassis by former US

ABOVE
What a charismatic image (and model)! Looking like something out of a 1960s space age fantasy comic this unique motorhome actually existed in real life.



ABOVE
This combination of Bugatti with boat tail bodywork all modelled in fabulous detail makes for a classic image of the roaring twenties.

soldier Paul Jones from Cape Coral in Florida. Built to extensively tour the USA in the seventies Jones clocked up 100,000 miles in it through his travels.

• **Anadol STC-16 - 1973 (#60124 yellow / #60125 red)**

As a manufacturer Anadolu is readily recognised to its Turkish manufacturing base but also to having strong English automotive connections. Its first model, the A1, introduced in late 1966 was originally developed by Reliant under code FW5 with body design by Tom Karen of Ogle Design. It was modelled by AutoCult as one of its July 2016 releases (#020060) and is now supplemented by this pair of Avenue 43 releases of the STC-16.

Unlike the A1 the STC-16 was a completely Turkish designed car with its name originally attributed as an acronym for "Sports Turkish Car 1600" and rebranded for export as the "Sports Touring Coupé". On the home market it became popularly referred to as the "Süper Türk Canavarı" (Super Turkish Monster).

Using a shortened and modified Anadolu chassis and suspension system mated to 1600cc Ford Escort Mexico engine driving a transmission used on some British high-performance Cortina and Capri





ABOVE
Contrary to first impressions this imposing model from Autopioneer is not of a coach built British shooting break, displaying an Austrian registration plate, but of a German Horch 830 with unique bodywork by Viennese firm F.M. Tarbuk & Co.

BELOW
Well worth the wait: AutoCult's new model of the agile and comparatively rugged little Czech Jawa 750 endurance racer in Roadster guise (foreground) now makes for a delightful pairing with the Coupé version (background) released during AutoCult's first year in the market place nearly a decade ago.

FURTHER READING

https://autopioneer.de/en_GB

<https://www.sparkmodel.com/en/catalogue/comingsoon>

mechanical parts. An example of the STC-16 was brought to England for testing on the MIRA test track as well as test driven on the public highway where it attracted press and curious police attention.

Just over 175 Anadol STC-16s were produced between 1973 and 1975, with the majority made in 1973. Most of the STC-16s are reported to have been painted in "Alanya Yellow", which became synonymous with the car although supplemented with production also in red and white.

SPARK

Probably most popularly associated with prolific numbers of releases in almost every conceivable livery variations of both contemporary and classic motorsport use Spark's catalogue does however include some models of significant interest value to vintage and classic car collectors. Just browsing the 1/43 "In Development" section of Spark's website with a specific personal agenda threw up some very tempting models scheduled for release over summer and into autumn. For me no less than five more Porsche 911 variations from 1968 and 1969 eagerly anticipated four years ago in my "Classic Monte Carlo" (February 2021 issue). More pertinent here though are forthcoming releases that, for me, have era synergy with some of the releases coming from AutoCult and from two other sources I will talk about next. Although not surprisingly all have Le Mans connection livery the cars themselves were major engineering contributions to the story of the evolution of automobile. Cars like the 1925 Chenard & Walcker Tank, the 1928 Tracta, the legendary Bentley Speed Six (as cars carrying numbers 2 and 3 supplementing the 1930 Le Mans team companions 1 and 4 released previously) and three 1954 Jaguar D type.

Releases like those Bentleys and Jaguar D types that bring me neatly onto a pair of models from the Brausi...

AUTOPIONEER & BRAUSI

Autopioneer and Brausi are two small ranges aimed at the specialist/connoisseur market by passionate



ABOVE

Bird's eye view of Avenue 43's highly detailed Anadol STC-16 illustrates just how distinctive and era fashion conscious its styling was.

auto enthusiast Thorsten Sabrautzky. Through them he shares his fascination of the achievements of automotive pioneers in the field of technology and design. An intense interest that embraces the history and the associated emotions behind individual cars, as well as the history of the individual car and body manufacturers. Both ranges are 1/43 resin models: the Autopioneer editions are of Western-European production and limited to 50 pieces whilst the Brausi models are produced in China and limited to 200 pieces.

As with AutoCult's products the research behind the Autopioneer and Brausi models is similarly painstaking and laborious. Work that feeds both into the model making and into the descriptions of them on Herr Sabrautzky's website. Because they are so readily accessible on the internet and because, as always, I seem to run out of page space (*I wonder why!* - Ed) I'm not repeating them here save for just some quick 'signposting' comments. From both catalogues I have chosen to particularly highlight:

AUTOPIONEER

• Maybach SW 38 Authenrieth for Heinrich Müller - 1936 (#05)

A very special model for several reasons not least of which it models the unique, streamlined, Maybach SW 38 limousine with coachwork by Authenrieth commissioned by Heinrich Müller, the founder of Schuco for the 1937 Leipzig Toy Fair. The whole backstory to the car including how its then unique metallic effect paintwork was achieved deserves a close read because it illustrates the depth to which Thorsten Sabrautzky digs to find out information behind his models

• Horch 830BL Woody Tarbuk - 1938 (#07)

With a bodywork reminiscent of a surfer's woody - and perhaps more relevant British "Shooting brakes" - this was a rather unusual sight in pre-war central Europe. A unique one-off based on the renowned Horch 830 but built in Vienna by Austrian vehicle trading and body shop company F.M. Tarbuk & Co., later Tarbuk Cars & Cie., who, in 1928, took over the general agency for Horch in Zwickau.

With further development halted by the war years this unique, restored, survivor is displayed in the EFA Automobile Museum in Amerang, Bavaria found





about equidistant on a straight line between Munich and Salzburg.

• Porsche Wanderer Typ 8 Urach von Reutter - 1932 (#10)

Another of those models that is a “must have” for any collector deep into the work of Dr.-Ing. h.c. Ferdinand Porsche and history of the Porsche marque. Here is the a car that brought together Porsche himself newly established in his Stuttgart design office in 1931, his first commission with Projects 7, 8 and 9 from Wanderer, body design by Erwin Komenda and bodywork completed by Reutter in 1932.

BRAUSI

• Aston Martin Speed Model Type C - 1940 (#2109 and #2110)

A stunner (well a pair of them) that connects back to the Bentleys and D-type Jaguars I mentioned earlier

ABOVE

Absolutely irresistible: Brausi's pair of variations on the theme of 1940's Aston Martin. Like the Autopioneer Horch 830BL Woody Tarbuk both these cars - the British Racing Green LME 385 (chassis number No.G40/726/U) and the black and red FZ8212 are modelled on restored 'survivors' as is...

BELOW

... this unique version BMW 328, IIA:5 2114 (chassis number 8503) which was extensively modified from its 1937 configuration to compete in the 1940 Mille Miglia.

with another quintessentially British image that epitomises full throttle motorsport of the wire wheels and BRG paintwork year.

• BMW 328 „Bügelalte-Roadster“ - 1940 (#2111 Mille Miglia #71 / #2112 street-version)

In the late 1930s BMW embarked on a very serious program of modifying its 328 sport model for factory supported motorsport participation and this particular car was the most extensively modified example of the whole program. With its streamlined wings having a distinctive top ridge reminiscent of a crease in a pair of trousers it became nicknamed Bügelalte or “ironing crease.” Its history after the 1940 Mille Miglia saw it pass first to Reichsminister Albert Speer then to Artiom Ivanovich Mikoyan, (of the famed MiG fighters), back to BMW via Latvia and finally to sale by RM Auctions in 2010.

• Opel Admiral Sport-Cabriolet by Erdmann & Rossi - 1938 (#13 open and closed)

Underlining the points made in my introduction about the motivations behind Autopioneer and Brausi here we have another model that brings so many of those underlying passions of interest together. A unique version Opel Admiral ordered in July 1938 from the coachbuilder Erdmann & Rossi in Berlin with its build history fully documented in photographs. This beautiful Opel cabriolet had another special attribute. It was the first car in the world to have an electric windscreen lifting system with its 'Electric spindle drive for car windows' patented on 25.01.1939. A project that was brought to fruition by company owner Richard Peters of Bosch and Erdmann & Rossi's chief designer Johannes Beeskow later to become well known also for his post war work at Rometsch with designs for Volkswagen derived cars. ■





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Lone Star's Forgotten Fords

The search is on for three Fords that failed to cross the Lone Star finishing line. Several Fords did make it into the line-up but could there have been a whole lot more? **James Robertshaw** finds out.

ABOVE

Lone Star's fourth Impy Ford car was based on the popular Taunus saloon from Ford of Germany. The Impy version was issued in these attractive colours, dark red being the rarest.



ABOVE

These images are taken from Lone Star catalogues and show our trio of 'forgotten Fords'. There's no disputing that the Thunderbird, GT40 and Capri were iconic Ford cars so what happened to Lone Star's models?

During the 1960s and 70s Ford were enjoying a significant chunk of the British car market with popular models such as Zephyrs and Corsairs giving way to stylish new Cortinas and Capris. My family were proud Ford owners and so it seemed were most of my petrolhead classmate's dads. It was therefore no surprise then that some of our favourite toy cars were those which sported Ford's famous blue oval badge.

Lone Star recognised the popularity of the Ford brand right from the off by including two Ford models in its very first range of toy cars. The 'Road-masters' range of seven models, launched in 1957, was a mix of then contemporary and veteran cars. The two Fords were both based on iconic American prototypes, the stylish 1955 Ford Thunderbird and the car that started it all, Henry Ford's revolutionary Model T.

Unfortunately, the range was not successful but Lone Star returned in 1960 with a completely new range of 'Roadmaster' cars, again featuring an American Ford, this time the Galaxie Sunliner. These new Roadmasters were more popular although Lone Star's big breakthrough came in 1966 when it introduced its smaller scale 'Impy Super Cars.' These were packed

with as many realistic features as possible in an attempt to outshine the competition. Let's have a look at the Ford cars that did make it into the range.

IMPY & FLYERS FORDS

The Impy range launched with an initial line-up of eight cars plus a schedule to release further models. Excitingly for blue-oval fans three of the first eight cars were based on Fords. No.18 (for some reason Impy model numbering started at No.10) was a neat model of the Ford Corsair which was also modelled by rivals Matchbox and Dinky Toys. No.14 was a rather over-bodied looking Ford Zodiac Mk.III Estate, not helped by the one-size Impy wheels which were too small for this model. The Zodiac estate was also used as the base for a third Ford model; No.16 Motorway Patrol Car. This was a good choice for a police car with many Zephyr/Zodiac saloon and estate cars in service with police forces across the UK as well as appearing on BBC TV's popular *Z Cars* series. Indeed, Corgi, Dinky Toys and Spot-On all produced models of similar Ford Zephyr/Zodiac police cars.

The following year another completely new Ford casting joined the Impy line-up, but this time Lone Star looked to the continent for inspiration. Like the



Corsair this was a saloon but based on the P4 Taunus 12M from Ford of Germany. The Taunus entered the range as No.27 and was one of several new Impy cars based on European models signifying the importance Lone Star attached to export markets. Indeed, Lone Star went as far as producing special versions of its Impy Police car for overseas markets. The trusty British Ford Zodiac police car was substituted with the powerful Chrysler Imperial for North America and luxurious Mercedes SE220 for European countries.

In 1968 a fifth Ford car entered the Impy range when the existing No.18 Ford Corsair was used to produce No.32 Fire Chief Car. This looked the part finished in bright red with a blue roof beacon but it's doubtful any real Corsairs performed such a roll. With Fire Chief cars predominately found in America, Matchbox's rival version based on an American Ford Galaxie made for a much more appropriate model. The Galaxie with its mighty 360hp 7-litre V8 Ford engine would have certainly out-performed Lone Star's Corsair with its measly 92 horsepower!

In mid-1968, just as Lone Star's Impy range was gaining momentum, the toy car industry was turned on its head when Mattel launched its revolutionary 'Hot Wheels'. Lone Star shelved any further proposed Impy models and instead focused on converting the

ABOVE RIGHT Lone Star's first range of toy cars date from 1957 and included two impressive models from Ford, the legendary Model T and stylish Thunderbird. These American-based Fords were available separately or in this attractive twin set, a must for any Ford fan!



Impy cars to run on new low-friction wheels. The resulting 'Flyers' cars launched in April 1969. All five Impy Fords were converted and with their new 'deep lustre' paint finishes and contrasting racing stripes (excluding the Police and Fire variants of course) they looked fantastic and a world apart from the traditional Impy models.

The Flyers sold very well but despite this Lone Star only added seven further cars to the range over the following years. These new models reflected where the Flyers were successful and in addition to British cars (including a now iconic model of the Vauxhall Firenza) the first Japanese model, a Toyota 2000GT



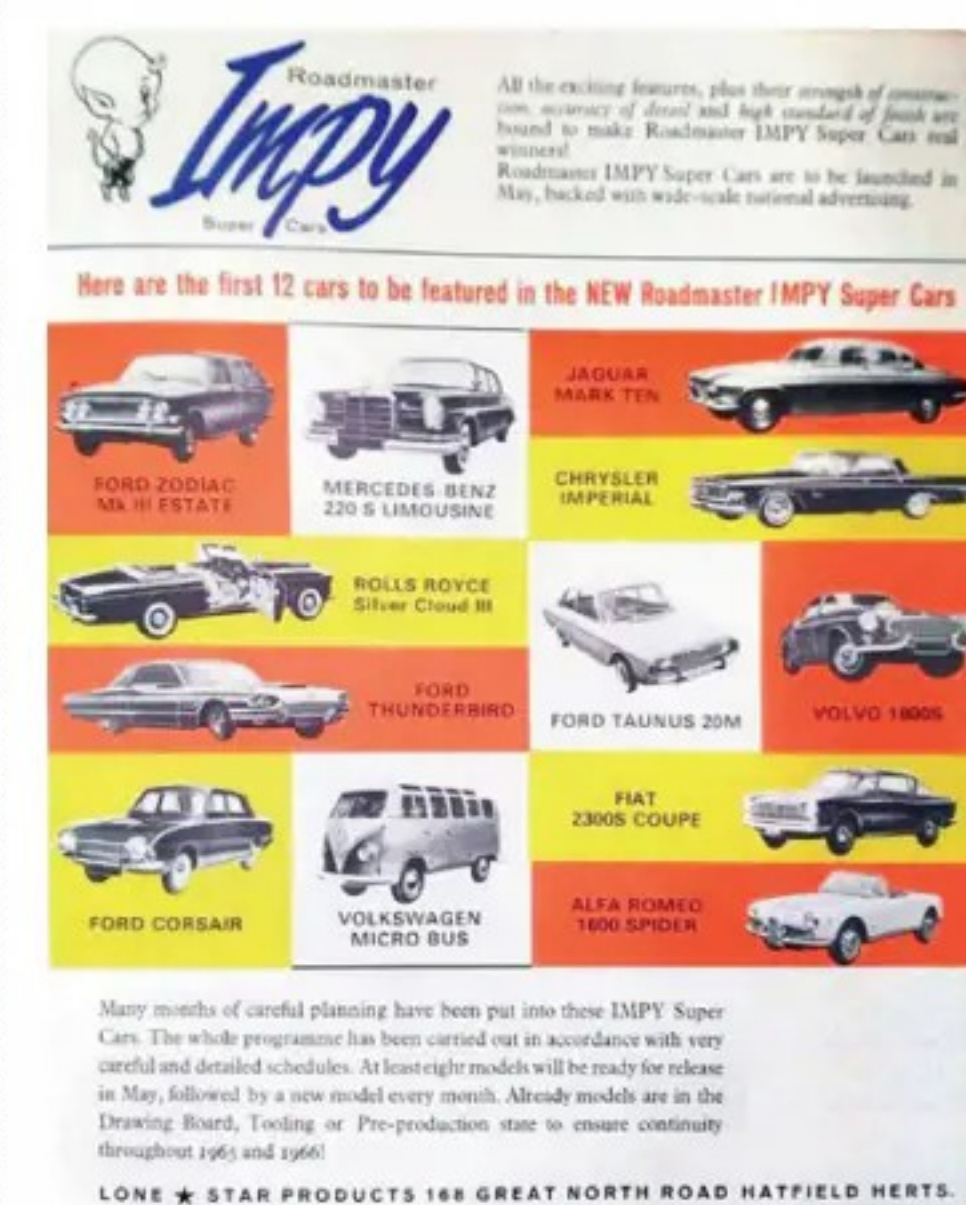
ABOVE Lone Star's Ford Zodiac estate appeared as a new hi-speed Flyers model in April 1969 but it wasn't until the following year that rivals Matchbox caught up by fitting Superfast wheels to its Ford Zodiac saloon. Bizarrely, on early Flyers and Superfast boxes, both manufacturers misspelt the model name 'Zodiak' as seen here.



ABOVE Lone Star's 'Impy Super Cars' launched in 1966 with eight initial models, three of which were Fords as seen here. No.18 was a Ford Corsair whilst No.14 was a Zodiac Mk.III estate which was also used for No.16 Motorway Patrol Car.



LEFT Lone Star's second range of 'Roadmaster' cars included an American Ford Sunliner. Note the white plastic wheels on the later version, an attempt to replicate white wall tyres?



ABOVE This leaflet was the first to show Lone Star's new Impy range. Four of the twelve models shown are Fords which includes the illusive Thunderbird. Two of the images wrongly depict the latest Ford models rather than those already under development at Lone Star. The Thunderbird shown is the Mk.4 rather than the Mk.3 and the Taurus is the P5 model rather than the earlier P4 model as released by Lone Star.

LEFT For a short period, Lone Star issued its Flyers cars as 'Silver Flyers' with a plated 'gleam' finish. These are ultra rare and the only Ford known to exist in the range is the Corsair.

was added to the range. The final three Flyers cars were all based on American prototypes and along with a new Corvette and a Cadillac came our sixth Ford model with the legendary Mustang. Not surprisingly Matchbox, Corgi and Dinky Toys had all been quick to produce models of the Mustang, although Lone Star's later version was based on Ford's revamped sleeker and larger 1967 Fastback model.

With sales likely in decline (due primarily to the arrival of cheaper imported toys), Lone Star opted to replace the Flyers range in 1978 with a series of low-cost models. These mainly comprised of the old Flyers castings but now with all opening features cast shut and fitted with blacked out windows and plastic bases. The only Ford to survive into this final down-market 'Impy Super Models' range was the Mustang.

Lone Star's four different Ford castings, plus Police and Fire Chief versions, provide both Ford and Lone Star fans with plenty of scope, especially considering that most models were issued in an array of colours. However, if all had gone to plan at Lone Star there should have been three further Ford cars in the Impy/Flyers line up. All three appeared in Lone Star's model listings, trade price lists and were even pictured in trade catalogues. So, what were these forgotten Fords and what happened to them?

IMPY NO.13 FORD THUNDERBIRD

From the start Lone Star was keen to reassure both the trade and public that it's new 'Impy Super Cars' were a serious undertaking. An early leaflet promoting the upcoming Impy range stated:

"Many months of careful planning have been put

into these IMPY Super Cars. The whole programme has been carried out in accordance with very careful and detailed schedules. At least eight models will be ready for release in May, followed by a new model every month. Already models are in the Drawing Board, Tooling or Pre-production state to ensure continuity throughout 1965 and 1966!"

Well, this was Lone Star and straight away things went awry! The range actually launched in 1966, so despite all the 'careful planning' the launch was either significantly delayed or Lone Star carelessly published the wrong years in the leaflet. It was Lone Star's 1966 trade catalogue that first announced the actual arrival of the Impy range and also repeated the above statement although now with the years amended to '1966 and 1967'. Again, eight models are stated as being ready, although ten models are shown, and one of the eight didn't actually appear until the following year.

Of special interest here is a model illustrated in this initial leaflet and also listed in the trade catalogue as one of '20 planned models'. This is our first forgotten Ford, the 'No.13 Ford Thunderbird'. Tantalisingly a small photograph of an actual Impy Ford Thunderbird model appeared in the 1966 trade catalogue and even featured on the front cover. Careful study of this grainy photograph shows the Impy model to be based on the Mk.3 Thunderbird produced by Ford between 1961-63.

To clear up yet more Lone Star confusion, the initial Impy leaflet actually depicts the later Mk.4 Thunderbird but then it also wrongly depicts the later P5 Ford Taurus model too. With this leaflet only featuring images of real cars, it's likely pictures of 'current' vehicles were sourced by Lone Star rather than images that



ABOVE This attractive 'Impy dispenser stand' was issued by Lone Star although the final design differed slightly. The six Impy cars displayed along the top are all easily identifiable until you get to the far-right model which is our mysterious Ford Thunderbird. This photograph of the dispenser unit continued to appear in Lone Star trade catalogues meaning in this guise our illusive Ford Thunderbird sneaked into catalogues for four more years!

RIGHT The new 'Flyers' Fords really looked the part with 'deep lustre' paint finishes replacing the traditional colours used for the previous Impy models. Early Flyers cars featured racing stripes and a 'silver disc' style of hi-speed wheels as seen here on Ford Corsair, Zodiac and Taunus models.



ABOVE This image from Lone Star's 1970 trade catalogue shows the impressive 'Double Loop-The-Loop Racing Set' complete with the latest Flyers cars. The model in the centre about to perform a loop-the-loop is the Flyers Ford GT40 proving pre-production models were made.



ABOVE This colourful page is from a 1970 Flyers booklet issued by Japanese importers Maursan. Whilst the page design and (not entirely relevant) race car photo were by Maursan, the images of the Flyers cars were provided by Lone Star and include our illusive Ford GT40 along with the Mustang.

matched the actual Impy models already under development. Again not exactly 'careful planning'.

The appearance of the Impy Ford Thunderbird model in the 1966 trade catalogue has to be one of the most intriguing mysteries surrounding Lone Star and it's ranges of toy cars. It seems bizarre for a model to make it through the time-

consuming design process, the expensive tooling stage and to reach production and to then not appear as part of the range. Perhaps there was a licencing issue with Ford although given these were usually ironed out at the design stage and Lone Star had produced other Ford models (including the Mk1. Thunderbird in its Road-masters range) this seems unlikely.

Another consideration could be a failure with the tooling during the very early stages of production which proved uneconomical to repair. This theory is perhaps substantiated by the exciting discovery of an Impy box with end flaps stamped for this model as 'No.13 Ford (USA) Thunderbird'. Perhaps Lone Star prepared a batch of Impy Ford Thunderbird boxes as the model neared the production stage or, even more exciting, did a small number of boxed Ford Thunderbird models actually leave the factory? The author has not seen or heard of one over the last 40 years but is there one out there?

Back in the day any youngster still on the lookout for the Impy Thunderbird would have finally given up when in 1970 the unlucky No.13 model number was

instead allocated to the new Flyers Toyota 2000GT. The Thunderbird is out first forgotten Ford, now let's investigate the second which rather fittingly first appeared in Lone Star's new hi-speed Flyers listings.

FLYERS NO.37 FORD GT40

This proposed hi-speed Flyers model was based on Fords legendary GT40 race car. The GT40 was developed specifically to compete in endurance races and in particular to take on the dominant Ferraris following a fall out between Henry Ford II and Enzo Ferrari. Toy manufacturers from around the globe produced models of Ford's impressive GT40 and Lone Star looked to be on track to add one to its new Flyers range.

Artist's impressions of Lone Star's GT40 appeared in 1969 and 1970 Flyers leaflets no doubt causing excitement amongst young Ford fans. The GT40's only trade catalogue appearance was in 1970 where it was again represented by a drawing. However, careful study of this trade catalogue reveals more GT40 images and excitingly these were not mere drawings but photographs of actual models.

To accompany its hi-speed Flyers cars, and to compete with Hot Wheels, Lone Star launched a range of plastic race-track sets. The 1970 trade catalogue promotes these with a series of staged action shots showing Flyers cars speeding along the assembled track sets. The most impressive set is the 'Double loop-the-loop Racing Set' which is photographed complete with the latest two Flyers cars posed in a mid-action shot. No.36 Lotus Europa is seen having just completed the loop-the-loop whilst No.37 Ford

BELOW 1970 saw the introduction of the final new 'Flyers' Ford, the iconic 1967 Mustang. Had Lone Star used a darker shade of green then this Mustang would have been a perfect replica of the one famously driven by Steve McQueen in the 1968 movie 'Bullitt'. The Mustang was the only Ford to continue into the low-cost 'Impy Super Models' range (right).



GT40 is seen speeding towards the adjacent loop section. Whilst the Lotus looks like a finished diecast model the GT40 looks more like a one-piece resin prototype. This photo excitingly confirms Lone Star's Ford GT40 made it off the drawing board and at least as far as the pre-production stage.

With development of the Flyers GT40 model nearing completion, boxes for this model were once again produced by Lone Star. Only a handful of these have ever surfaced but unlike the mysterious Ford Thunderbird Impy box it's known that these sadly did not contain Ford GT40 models. The surviving examples have had the numbered end flaps crudely altered from '37' to '15' (for the VW Microbus). However, with the boxes still featuring striking GT40 artwork and model name there must have been some disappointed children when these boxes were opened and out rolled an antiquated Volkswagen bus!

It should be pointed out that in recent years a full range of reproduction Flyers boxes have been produced which include several 'what if' and 'fantasy' models including the GT40. The artwork on the GT40 reproduction boxes is very similar to the genuine boxes as it was available to copy from the Flyers 'Six Car Gift Set' where Lone Star also featured the same side profile drawing of the Ford GT40. Fortunately, there are enough differences to tell the reproduction boxes from the ultra-rare genuine examples.

With evidence of pre-production Ford Thunderbird and Ford GT40 models plus the existence of finished boxes, it appears our first two forgotten Fords came very close to making it into full scale production. However, our third and final forgotten Ford is more elusive.

FLYERS NO.8 FORD CAPRI

Lone Star's 1970 trade catalogue not only featured the Ford GT40 but it also announced the arrival of a second brand-new Ford model, the stylish and super sleek Ford Capri. Introduced by Ford in 1969 the idea was to mirror the success of the American Mustang with a similar sporty coupe designed for the European market. With its long bonnet and 'D shape' rear side windows it certainly stood out from the crowd.

RIGHT The side profile artwork for the Ford GT40 also appeared on the packaging for the Flyers 'Six Car Gift Set'. This attractive set would impress any young Ford fan by containing Ford Zodiac, Taunus and Mustang models, but alas never the illustrated GT40.



At the time Lone Star produced its 1970 trade catalogue the Flyers 'No.8 Ford Capri' model must have been in the very early stages of development as not even an artist's illustration was shown. Instead, the space reserved for an image was simply occupied with the text 'Ford Capri'. With the real Capri proving a hit across Britain and Europe Lone Star should have forged ahead with its new Flyers model. However, the following year's 1971 trade catalogue still failed to illustrate a model of the Capri which was instead represented by a basic artist's impression.

A possible reason why Lone Star's Ford Capri never materialised was also first hinted at in this 1971 trade catalogue where a generic drawing of another new Flyers car was shown with the mysterious announcement 'New 1971 model of popular car to be released during the course of the year'. This would turn out to be the Vauxhall Firenza and the secrecy

BELOW Usually any graffiti, wear and tear and original toy shop stickers are detrimental to a model's packaging but here they all help verify these as genuine original Ford GT40 boxes. The model numbers on the end-flaps have been crudely changed to '15' which was the model number for the somewhat less sporty Volkswagen Microbus!





was due to the model being produced in conjunction with Vauxhall for release on the same day as the full-size car. Landing a deal to exclusively produce a new model from motoring giants Vauxhall must have been a huge scoop for Lone Star who undoubtedly gave the project it's full attention. This would have likely been to the detriment of the planned Capri model especially given the Firenza and Capri were rival cars going head-to-head in the same market sector. It might not have been well received at Vauxhall if Lone Star had also released the competing Capri alongside its new Firenza.

Lone Star didn't completely give up on the No.8 Ford Capri though as it again appeared in the following years trade catalogue now shown alongside the Vauxhall Firenza which was No.7. Strangely Lone Star had decided to plug some of the previously unused low model numbers with these two models.

ABOVE Fabulous Ford finale! These colourful Flyers Fords, plus the earlier Impy models, provide both Ford and Lone Star collectors with plenty of scope. But just think what could have been if our trio of 'forgotten Fords' had made it past Lone Star's finishing line!

BELOW This colourful page from Lone Star's 1971 trade catalogue shows the latest Flyers cars mixed in with proposed models. Although illustrated by a drawing the 'No.8 Ford Capri' was likely shelved as Lone Star redirected its efforts on what is described here as a 'New 1971 model of a popular car'. Despite the vague drawing looking a little Capri like, this was the Vauxhall Firenza which was produced exclusively by Lone Star in conjunction with Vauxhall.

BOTTOM No.8 Ford Capri appeared again in the 1972 trade catalogue now shown alongside the new 'No.7 Vauxhall Firenza'. Presumably there was still no Flyers Capri model available so this time a photo of a real Capri was used for the illustration.

There was still no model and this time a photo of a real Capri was used. 1972 was the last trade catalogue appearance for the Capri and with the Flyers range missed from the 1973 catalogue, perhaps this signified the start of the demise of the range.

CONCLUSION

Lone Star has developed a bit of a reputation for including models in its product listings which then never materialised. Other Impy no-shows included a cement mixer, horse box, and articulated truck. Our three Fords however were the only unissued cars to feature in listings and unlike the proposed lorries, all three Fords were also illustrated in trade catalogues. In the rush to publish the upcoming years catalogue it was not uncommon for manufacturers to include drawings and mock-ups of planned models but perhaps Lone Star could have helped themselves by marking proposed models as such, or at least as 'coming soon' or 'available later'. Simply including them in and amongst the rest of the range and even listing them on packaging and in trade price lists must have caused confusion and frustrations with young collectors and trade customers alike – something Lone Star had set out to avoid with its 'careful planning' statement.

Looking at the bigger picture it should be remembered that toy cars were just one of a diverse range of toys manufactured by Lone Star which included popular ranges of toy guns and accessories often licenced with the latest TV show or films. Some of Lone Star's actions might now appear chaotic but by not dwelling on established ranges and quickly switching resources to the latest ideas and trends did help Lone Star survive and outlast its bigger rival British toy car manufacturers.

With evidence of both the Ford Thunderbird and Ford GT40 making it to the final stages of pre-production, plus a serious intention to produce a Capri, it's exciting to think that examples could be out there. Lone Star have left us with many Ford toy cars to enjoy but what a pity this trio of iconic Ford models didn't make it across the finish line. ■





We are the champions!

Every year, a handful of drivers and manufacturers are crowned champions in various motorsport disciplines. **Francisco Mota** selected some of the most important ones and went searching for 1/43 scale models for another collection theme. Photos: João Carlos Oliveira

Some call it ‘glory hunting’, collecting scale models of each year’s motorsport champions and winners, for both drivers and manufacturers. Collecting all the F1 champions since the discipline founded in 1950 is probably one of the most popular among scale models collectors. As always, the 1/43 scale makes everything easier, due to the wide offering of all type of models, made by numerous model manufacturers. So, the scale for this “We are the champions” collection was straight forward to define. The next step was identifying the motorsport disciplines and the respective champions, a task that five minutes searching the internet solved promptly. The result came in the form of the most important racing category at global scale... world champions!

Formula 1 was the obvious choice to start with. To make things a little more challenging, how about searching for the driver and team that won both titles? Luckily enough, at the end of the 2024

season these were two different teams, so we start the collection with two Formula 1 cars. Next step was the WRC, the World Rally Championship. The same rule applies, trying to find the driver and team that took the golden cup home. For the second time, luck was involved, as the winning driver and winning team were also different in last season’s WRC. Something that has not been so common in previous seasons, when Red Bull, in F1 and Toyota, in WRC were able to grab both titles in consecutive seasons. That would reduce our collection to half...

Third time lucky, in the WEC, the World Endurance Championship, and the same division of laurels between two teams occurred, bringing a couple more models to the table. We had the Top Three world champions covered, however there are races that have more value than an entire championship and those “champions” could not be ignored. More could be identified, however these three races were selected, not only by what



they mean, but also due to availability of 1/43 scale models. Those races are the Le Mans 24 hours, the Daytona 24 hours and the Dakar cross-country rally. With the list defined, it was time to start hunting for models.

LET THE HUNT BEGIN!

The first one to catch glory in the season was the Dakar winner. In January, Carlos Sainz and Luiz Cruz fought the Arabian sand dunes to a fourth career win in the Dakar. They drove probably the most technically complex car ever to take first place in the Dakar. It's true that it took Audi three attempts to grab this title, losing the first two for the experienced Toyota GR Team and their indestructible Hilux pick-ups. Audi had originally designed a three-year program to attack the Dakar, so it can be said they've hit their targets. After all, nobody wins the Dakar at first attempt, so they say.

The winning Audi is a very special car, following the race's rules that allows a tubular space frame as the basic chassis, with almost complete freedom in what concerns the body styling. Some competitors show up with body styles that look like standard cars on steroids, as is the case of Toyota and their pick-ups. Others, like Audi, prefer a more outlandish styling. That's the least we can say looking at the Audi RS Q e-tron E2. It looks like a gigantic desert buggy but features four-wheel drive. The complex bit sits behind the cockpit: a DTM-Series V8 engine works as a generator to feed a battery that runs a pair of electric motors, front and rear. That is what is known as a series hybrid. None of this can be seen in the scale model, of course. This is an Audi dealer version commissioned to Spark and the first to be released. What we can see, looking at the model,

ABOVE LEFT TO RIGHT Three of the most relevant winners in the 2024 Motorsport season were the Ferrari 499P, at Le Mans (Look Smart), Audi RS Q e-tron Evo2 in the Dakar (Spark) and RB 21 that gave Verstappen his fourth title (Minichamps).



ABOVE The model reproduces the entire suspension components, like the coilovers and all the arms.



ABOVE At the third attempt, Audi won the Dakar rally with this hybrid RS Q e-tron Evo2. Quite an astonishing machine.



ABOVE The rear view of RS Q e-tron Evo2 looks as outlandish as the front. Form follows function has never been so true.

BELOW Quite a fascinating shape, that was carefully reproduced in this 1/43 scale model. Note the semi-enclosed spare wheels each side.





ABOVE Manufacturers champion, the McLaren team and driver's champion, Max Verstappen. This pair of Formula 1 models are very different in concept.

is a perfectly reproduced body, with incredibly high ground clearance and detailed suspension, plus skid plates to protect the underside. The enormous air duct over the cockpit also looks great as the interior, seen through the glassing area. A nice detail are the pair of spare wheels positioned each side of the chassis.

MAX AND MCLAREN

We go back to something more familiar, even if more complex in technical terms. The pair of Formula 1 models surprises in its length; it is not an error by the model makers but rather it is how F1 cars are made now. Max Verstappen won his fourth crown in a row driving the dark blue RB20. It's a multi-material model made by Minichamps and it features all the details seen in the start of the season. As usual, F1 teams keep on developing aerodynamics along the season, and sometimes there are considerable changes from one race to another. Next to it we have the McLaren MCL38 that won the constructors title, beating Ferrari in the last race of the season. It does not look out of place next to Minichamps high-end replica, featuring most of the details expected from a F1 scale model. The surprise comes when we identify the model maker: Bburago. This is more of a toy than a collector's item, sold at a much lower price than Minichamps. Bburago is reproducing the entire

F1 grid, Ferrari included, so there's another idea: collecting the entire grid for the price of maybe four high-end scale models. The only thing wrong with the Bburago McLaren is the existence of a metallic axle that holds one front wheel to the other.

We were so surprised with Bburago's work with the F1 cars, that we tried a second time. The subject now is the Porsche 963 WEC car. Number 6 grabbed Pole Position at Le Mans, and took the driver's title at the end of the year with Kevin Este, André Lotterer and Laurens Vanthoor. Car number 7 is the Daytona 24 hours winner, driven by Laurens Vanthoor, Nick Tandy and Felipe Nasr.

Obviously, they have different liveries, however, the general shape is remarkably close, if you consider the first one is a Bburago toy and the second a Spark collector's item, four times more expensive. The one thing that lets the Bburago down is the excessive ride height and the wheel positioning, necessary so the toy can be played with. Looking closer, of course Spark's model has much better details, much finer moulding and has all the winglets that 963 had at Daytona.

TO THE LAST LAP

For the following pair we keep our attention to the WEC. The black prototype is the Toyota GR010 Hybrid with race number 7 and the red car is none



ABOVE The McLaren is a toy by Bburago, while the RB is a collector's item by Minichamps. The comparison flatters the first one.



ABOVE The Minichamps model, on the left is much more detailed and has much more delicate parts. However, Bburago's a great effort.



ABOVE A Max Verstappen figure comes with the Minichamps model and the helmet livery looks very good too.

BELOW Another comparison between a low cost Bburago toy, on the left and a high-end model by Spark, on the right.



LEFT The Spark Porsche 963, on the right, features more details and sharper lines. However, the Bburago toy, on the left looks good in all respects.





ABOVE These two cars fought for the win at Le Mans until the last lap. Ferrari 499P was the winner (right, by Look Smart) and Toyota GR010 finished second (Spark). Both models look incredible.



ABOVE Small winglets under and around the headlamps can be found in this Toyota model.



ABOVE The unique shape for the rear wing arrangement in the Ferrari is perfectly reproduced in the scale model.



ABOVE WRC cars feature huge roof wings; Ixo reproduced Toyota's with all its details and features.

BELOW Bburago's toy, on the left, faces Spark model, on the right. Wheel fitment is obviously better in the second model as well as many other small details.



other than the Ferrari 499P, with race number 50. The Japanese prototype won the WEC title for Toyota, however, it was the Ferrari that made the headlines. The car won only once in the season, however it won the most important race, the Le Mans 24 hours. And what a win that was! For those of us who followed the race live it was one for the books. After almost 24 hours racing, these two cars fought for the win until the very last second of the race, finishing with a mere 14.221 seconds between them. Antonio Fuoco, Miguel Molina and Nicklas Nielsen took Ferrari to the highest podium place at Le Mans for the second consecutive time, after the team had been away from the French race for 50 years.

Spark made the Toyota, while Look Smart produced the Ferrari. In terms of features and quality they are similar, both equipped with an array of winglets along the body, Pitot tubes and aerals. Ferrari's rear wing is much more spectacular than the simpler item in Toyota's prototype. Both scale models demand several hours to admire all they have to offer to the collector. Most of the areas that in the real car are finished in raw carbon fiber are reproduced in these two scale models, just to give an example of the degree of precision involved in manufacturing high-end scale models.

BACK TO THE WRC

For the last pair in this "We are the champions – 2024" collection we choose a pair of diecast models made by Ixo. In the last decade or so, this model maker has become a specialist in reproducing scale models of this championship, being the only one at this scale with license to release Hyundai replicas.

Doing the job using a diecast structure and plastic parts is no small business. Most model makers would prefer using a resincast concept, however, that would place the model at a price level where Ixo is not interested in competing. Anyway, the result is excellent. Rally cars are much bigger than they appear in video. They replicate the general shape of Toyota GR Yaris and Hyundai I20 N, however at a bigger scale. The 1/43 models follow that and had all the body extensions, air ducts, wings and winglets, aerals and much more details that can be seen in the real rally cars. The Hyundai is the car driven by Belgian rally star Thierry Neuville. After a decade trying, he finally won the WRC title for Hyundai in 2024, with fellow compatriot Martin Wydaeghe next to him. The car has the livery and specifications Neuville used to win the Monte Carlo rally, the first event of the season, beating the event specialist Ogier.

The black GR Yaris represents the car driven to victory at the Croatia rally, by eight times WRC Champion Sebastien Ogier, co-driven here by Vincent Landais. This is also a tarmac specification car, featuring a very low suspension height, that makes any rally car look even more menacing.

A few more models could be added to this list as 2024 champions, we could try and find class winners, both in the WEC and WRC, however, they were not released yet, by Spark and Ixo respectively, at the time of writing. Probably the most expected model that is still missing from this group is the Toyota GR Hilux pick-up that failed to win the Dakar but won the W2RC championship. Both Ixo and Spark have announced 1/43 models of it, so let's see which is best to add one more to this collection. ■



LEFT Toyota won the manufacturers title with the GR Yaris Rally1, while Thierry Neuville grabbed the driver's title after a decade of trying, driving the Hyundai i20 N Rally1. Both models are by Ixo.



Diecast copies

In the first of two articles, **Andrew Ralston** examines a practice once common in the diecast industry - making copies of someone else's products.

ABOVE
American Tootsietoys were available in the UK and in 1932 Johillco marketed copies of these, with the Mack truck chassis in particular allowing for different variations. Photo: Vectis.



ABOVE
Dinky's 1934 Town Sedan (above) followed the method of construction used on the TootsieToy Graham series (below). Photo: Vectis.

Carbon copies, spitting images, clones – call them what you will, the basic idea is simply that, instead of designing their own product, a toymaker takes something already on the market and copies it. The practice was particularly widespread in Hong Kong in the 1950s and 1960s where hundreds of diecasts, mostly British, were copied in plastic and scaled up to a larger size. Questions of copyright and licensing seem to have been ignored to such an extent that there are even some examples of Hong Kong products being marked 'registered design' which must have annoyed Dinky and Corgi! These Hong Kong copies have attracted a great deal of interest amongst collectors in recent years and have been examined in numerous articles in *Diecast Collector*. However, something that has received less attention is that the copying process also took place in the diecast toy industry in the UK and other European countries, albeit to a more limited extent. To illustrate this point, these two articles will discuss a representative selection of models which reveal interesting (and no doubt unauthorised) ways in which products of major diecast toy companies were copied by smaller ones – in other words, diecast copies of diecasts. This is a vast subject with many twists and turns and we can do more than whet the collector's appetite for this fascinating theme.

EARLY DAYS

Copying goes right back to the earliest days of toy car production. Before Dinky Toys arrived on the scene, Tootsietoys from the USA were imported to the UK

and John Hill and Company of London (Johillco), well-known for making lead soldiers, made some flagrant copies of TootsieToy vehicles in 1932 – even going as far as advertising them initially as 'British Made Tootsietoys' though there is no evidence that these were made by permission of the American firm. Soon afterwards, another London toymaker, Charbens, brought out TootsieToy copies too and also made toy vehicles based on American slush-cast toys (a method by which the molten metal is 'slushed' around inside the mould, leaving a hollow centre when it hardens). When Dinky Toys reached the market, cars from the 22 series quickly found themselves pirated by Dyson while Charbens made lookalikes of, among others, the 25 series motor truck, caravan and a simplified version of the Bentley ambulance. Even Dinky themselves followed the method of assembling body, chassis and axles pioneered by Tootsietoys on their models of Graham cars and the Dinky 24c Town Sedan of 1934 does look very like the equivalent TootsieToy.

After toy production got going in the post-World War II era, there was a certain amount of overlap between the early products of companies like Crescent, DCMT and Lesney – inevitably as key figures like Jack Odell were involved in more than one of these enterprises and DCMT's main business was the manufacturer of diecasting machines which were widely used in the toy industry. In fact, Odell is on record as saying that one of the very first Lesney diecast toys – introduced some five years before the Matchbox 1-75 series – was based on the Dinky Aveling-Barford Road Roller. In the late 1940s DCMT cast some simple three inch vehicles which were

Benbros copied the Matchbox concept, but the TV Series, later renamed **Mighty Midgets**, was made up of a combination of original subjects and Matchbox lookalikes. In this group, the AA Land Rover (left) was an original design but the Bedford Milk Float and Daimler Ambulance are similar to Matchboxes.



then marketed by Crescent and Tootsietoy influence is evident in their design, though DCMT made changes. The small version of the Tootsietoy La Salle sedan, for instance, had bumpers and covered wheels whereas on the DCMT the wheelarches are open.

The copying theme developed further in the early 1950s, the period when others started to mount a serious challenge to Dinky's dominance of the diecast market. Charbens was still active in the mid-fifties when they modelled a group of three racing cars on popular Dinky subjects, for some reason going back to the old-fashioned hollow-casting method for these instead of using zinc diecasting. The Matchbox 1-75 series (1953) and Corgi (1956) were the main challengers but plenty of others like Morestone, Benbros and Lone Star were active in this era too, and from time to time the smaller firms made copies of existing products. A survey of these copies, however, reveals a surprising conclusion: it might be thought that copying resulted either from a lack of imagination or a lack of resources but in most cases these smaller manufacturers were quite capable of coming up with their own ideas and only occasionally did they resort to making a blatant copy.

With regard to Benbros, the whole concept of the 'TV series', later renamed 'Mighty Midgets', was borrowed from the Matchbox 1-75 series. A vital part of Matchbox's success was not only to make diecast toys in a smaller size but to give them an identity by using distinctive packaging and Benbros did the same with boxes shaped like television sets which, though antiquated looking to our eyes were the latest must-have domestic appliance of the era. Most of the time the contents of these boxes were original designs, of which the Foden with timber trailer, Vespa scooter with rider, horse drawn milk cart, Wolseley Police car and AA and RAC motorcycles are among the most attractive. Other cars – the American Ford convertible, Hudson tourer and Chevrolet Nomad Station Wagon – though rather clumsily executed, were still original choices. This makes it all the more puzzling that the Dennis Fire Engine, Daimler Ambulance, Bedford Milk Float and the cab of the Bedford articulated lorries were copied from familiar Matchbox models. Benbros made larger scale



ABOVE Other American toys, such as this 'slush cast' ambulance, were copied in the UK, in this case by Charbens. There is a figure of an attendant cast-in, perched on a step at the back – presumably not something to be seen on real British ambulances! Photo: Vectis.



ABOVE Dinky's Aveling Barford diesel roller had a long production run from 1948 until 1963.



ABOVE In the late 1940s the Lesney firm experimented with larger-scale diecasts before finding success with the smaller Matchbox toys. One of the very first of the bigger models was this copy of the Dinky Aveling Barford. Photo: Vectis.

models, too, and one of these is based on the popular Dinky Euclid tipper, though finished in different colours. We can only speculate as to why Benbros resorted to making these copies when most of the range indicates that they had enough ideas of their own to make this unnecessary.

Much the same is true of Morestone. Towards the end of 1956 – nearly two years after the launch of the Benbros TV Series – Morris and Stone of London brought out their own Matchbox-like range. Again, distinctive packaging was key: the company had formed a relationship with Esso and created a box based on an Esso petrol pump. There are parallels between Benbros and Morestone in their choice of vehicles to model and subjects like the AA and RAC motorcycles and AA Land Rover appeared in both ranges, but these were designed independently and are not direct copies. The Wolseley was in fact scaled down from the larger version sold under the Modern Products and later Budgie names. Again, the Cooper-Bristol racing car and British Railways Horse Box happened to be modelled by Dinky Toys, but that doesn't mean the Morestones were copies. In the case of the Horse Box, it might have been better if it had been a copy, as Morestone didn't make a very good job of it! Yet when it came to making a model of an American Packard Convertible, Morestone simply took the Dinky version, reduced it in size and painted it in a similar beige shade. Small scale models continued under the later Budgie trademark and this series included copies of the Matchbox Aveling Barford Road Roller and Merryweather Marquis Fire Engine.

In a larger scale, Morestone made a series of Foden eight-wheel trucks whose rear bodies – tanker, flat lorry with or without chains, and open wagon – might be inspired by the popular Dinky Supertoys, but the cab design is less accurate and, in any case, the trucks are about two inches smaller. In contrast, Morestone's double decker bus is practically identical to the long-running Dinky no 29C/290 and the two-part structure of the body is exactly the same. Yet again, one might ask why Morestone felt the need to draw so heavily on an existing toy while also offering plenty of original designs.

The Budgie range, essentially the successor to



Dinky (left) and Kemlows/Automec (right).

Morestone, deserves credit for the most original, and occasionally obscure, selection of subjects modelled. Who else would have thought of things like a Scammell Highwayman Gas Cylinder Transporter or the spectacular Air-BP Aircraft Refueller? Yet, amongst all this creativity, when Budgie wanted to make a tractor model, they didn't design their own, nor did they take inspiration from a British competitor like Dinky or Britains but turned to an unlikely source: a Fiat tractor made by the German firm of Gama. One of Budgie's less successful models, the Ford Thames Trader Refuse Lorry, also involves an element of copying as the rear tipping body seems to be borrowed from a Berliet modelled in France by FJ (France Jouets). Perhaps they thought that, as Gama and FJ were not available on the UK market, nobody would notice the similarities?

The same thinking may lie behind two diecast models made in Wales under the name 'Jolly Roger'. In 1937 a man called Friedrich Winkler left Nazi Germany and took refuge in Wales where he founded a company called Treforest Mouldings, the name being shortened to 'Tremo' as a trademark. Having previously

worked for the German toy company Wiking, he used his expertise to produce a range of model ships cast in lead under the title of 'Fighting Ships of All Nations'. Around 1947 Tremo attempted to diversify with two diecast cars but the company seems to have disappeared soon afterwards. The consensus amongst collectors is that the racing car is loosely based on a Maserati and the saloon on a 1939 Plymouth and the ancestry of both of these can be traced back to Gasquy Septoy of Belgium. Though very similar, there are slight differences which suggest that these were not made from the same tooling. Somehow, samples of the Belgian models found their way to Wales and Tremo must have reckoned that nobody in the UK would recognise them.

Smaller than Benbros and Morestone/Budgie, the firm of Kemlows, founded by William Lowe and Charles Kempster, began making toy soldiers from scrap lead after WWII and gradually expanded into diecasting, their biggest client being B.J. Ward for whom they made the 'Master Models' range of railway accessories, petrol pumps and garage accessories as well as the 'Wee World' series of small diecasts, mainly consisting of



ABOVE Morestone's double deck bus is clearly a close copy of the Dinky Toys. It is perhaps not an accident that the Dinky models copied by others, such as the road roller, Euclid tipper and bus, were among the most popular and long-running items in the Dinky range. Presumably the makers of the copies hoped to achieve similar sales success.



ABOVE The rear body of the Budgie refuse lorry is very similar to the French equivalent by France Jouets (FJ). FJ made a better job of the Berliet GAK cab than Budgie's caricature of a Ford Thames Trader. *Photo: Vectis.*



ABOVE Budgie is renowned for choosing unusual vehicles to model but when they wanted to make a tractor they decided to copy, not a familiar Dinky Toy, but a Fiat made by Gama in Germany.

ABOVE Different times, and a different kind of copy: from the 1970s onwards white metal models started to appear and makers like Dave Gilbert (DG Models) revisited earlier and virtually unobtainable diecasts such as pre-war Dinky vans with advertising and recreated these for the developing adult collecting market. *Photo: Vectis.*



ABOVE Morestone/Budgie Wolseley police car was made in two different sizes, so it could be said that Morris and Stone copied from themselves – something they were quite entitled to do!



ABOVE One thing leads to another in the field of copying. Kemlows made a copy of the Dinky Toy Bedford 3 ton Army Wagon. Many of these were supplied to a Lincoln-based workshop which sold them in a variety of guises under the name Automec.

ABOVE In 1955 Charbens copied three Dinky racing cars; the Ferrari, Cooper-Bristol and the Alfa Romeo (illustrated). For these they reverted to the old-fashioned practice of hollow-casting. Photo: Vectis.



The 'Jolly Roger' saloon car, made in Wales, is copied from a toy made in Belgium and is said to represent an American Plymouth.

a tractor with attachments. Their 'Sentry Box' series of military vehicles echoed the Matchbox idea of using a distinctive box style, and they also made a few larger military items. Their most significant product in relation to the diecast copying theme was a virtually identical copy of the Dinky Toy 621 Bedford 3-ton Army Wagon. A large quantity of Bedford castings was supplied to a still smaller company, Automec of Lincoln, who finished them in numerous different guises. The Kemlows and Automec stories have been researched in depth by Paul Brookes who has published two books on the subject. As Dinky-sized diecasts were never Kemlows' main type of product, it is perhaps understandable why they resorted to copying in this instance.

Another example of copying with a plausible explanation is the Lone Star Roadmasters 'Farm King' tractor, first seen in 1964 and available almost until the end of British Lone Star production in the early 1980s. Lone Star vehicles were usually original designs but the Farm King has an unmistakable resemblance to the Ford tractor modelled by Tootsietoys in the USA in 1956. The body is cast in two halves and, although there are many minor differences – such as the towing hook and driver's seat – which suggest that the tooling was new, there can be little doubt that the Lone Star is inspired by the Tootsietoy. The reason is likely to lie in the existing connections between the American and British companies. Some years before the Farm King tractor appeared, Lone Star had made a deal with Tootsietoys to produce a range of mainly American cars in 1/50 scale, finished to a higher standard than Tootsietoys' own products, presumably in an attempt to offer something to compete with imported Corgi and Dinky Toys.

CONCLUSION

The selection of models discussed here is by no means comprehensive but two clear findings seem to emerge. Firstly, we mustn't jump to the conclusion that because a similar vehicle was modelled by two manufacturers, one must have automatically been copied from the other. Secondly, unlike the Hong Kong plastic toymakers who relied heavily on copying, British diecast toy companies who indulged in this practice did so in a very selective manner. Copies tended to be small in number and were often sold as part of a range mostly made up of original designs. We can only speculate on why this is so: perhaps a toymaker was having difficulty in meeting demand and found that copying a rival's product enabled him to get production of a new line going more quickly. Or perhaps a small toy company noticed the popularity of a particular model and decided to get in on the action by making a copy of it. The structure of the toy retail trade at the time meant that Dinky only supplied authorised dealers; the Morris & Stone copy of the Dinky double deck bus and Benbros copy of the Euclid tipper allowed corner shops and other small outlets to stock something very like the 'real' Dinky Toys which they could not get hold of. The exact reasons are now lost in the mists of time, but the fact that these copies were made certainly adds another interesting twist to the collecting hobby.

Although outside the scope of this article, it should be noted that by the 1970s things had come full circle. White metal models became popular and a new wave of replicas of earlier Tootsietoy, Dinky and other models emerged from Buccaneer, PP Copies, Varney Copycat Models, DG (Dave Gilbert) Models and others. Of course, these were deliberate attempts to recreate the nostalgic appeal of old toys for adult collectors, whereas the toys considered here were simply toys. This process was by no means confined to the UK and next time we'll examine how diecast copying was just as common in other countries in Europe. ■

FURTHER READING

For a detailed history of Tootsietoys, Charbens and many minor UK diecasting companies, see www.robertnewson.co.uk

Paul Brookes has published books on *The Illustrated Kemlows Story* (2009) and *Automec Highway Models: an Illustrated History* (2024).

More on the Fiat EV

Kevin Brock continues his journey through electric Fiats...



ABOVE
Bburago Fiat 500e with the
RE.EL Abarth 500e.

As soon as I had sent off my article on Fiat EVs to the editor a few months ago inevitably, and frustratingly, some new models suddenly appeared, a couple of which I'd been waiting for and a couple of which were a pleasant surprise. So, here is an update to my original article (*Diecast Collector*, May 2025), showing all the recent additions to my EV Fiat collection and news of what's to come.

First of the newbies is Bburago's excellent 1/24 500e. Available in Fiat's colours of Ice White and Celestial Blue it really captures the shape of the real thing and wears the best wheels I've ever seen on a Bburago. They are exact reproductions of the attractive 17" alloy diamond-cut wheels which come on the La Prima edition of the car and they look amazing. The interior, although all black, is also very accurate with the flat-bottomed steering wheel and infotainment complete with Fiat logo. Together with the chrome strip around the windows and crisply printed 500e badge on the boot in light blue it all makes a very smart model. The smaller 1/43 version in the Street Fire range also appears in two new colours, a light pink and white.

Next up is the 500e from Kinsmart made all the more desirable for the collector as it's a model of the Convertible version but with the roof up. Scale is the rather unusual 1/28 but it's aimed at the toy market rather than the collector and this scale is popular with diecasts usually found in trays in seaside gift shops. The pull-back motor on the rear wheels emphasises its toy status but it has some very nice detail such as

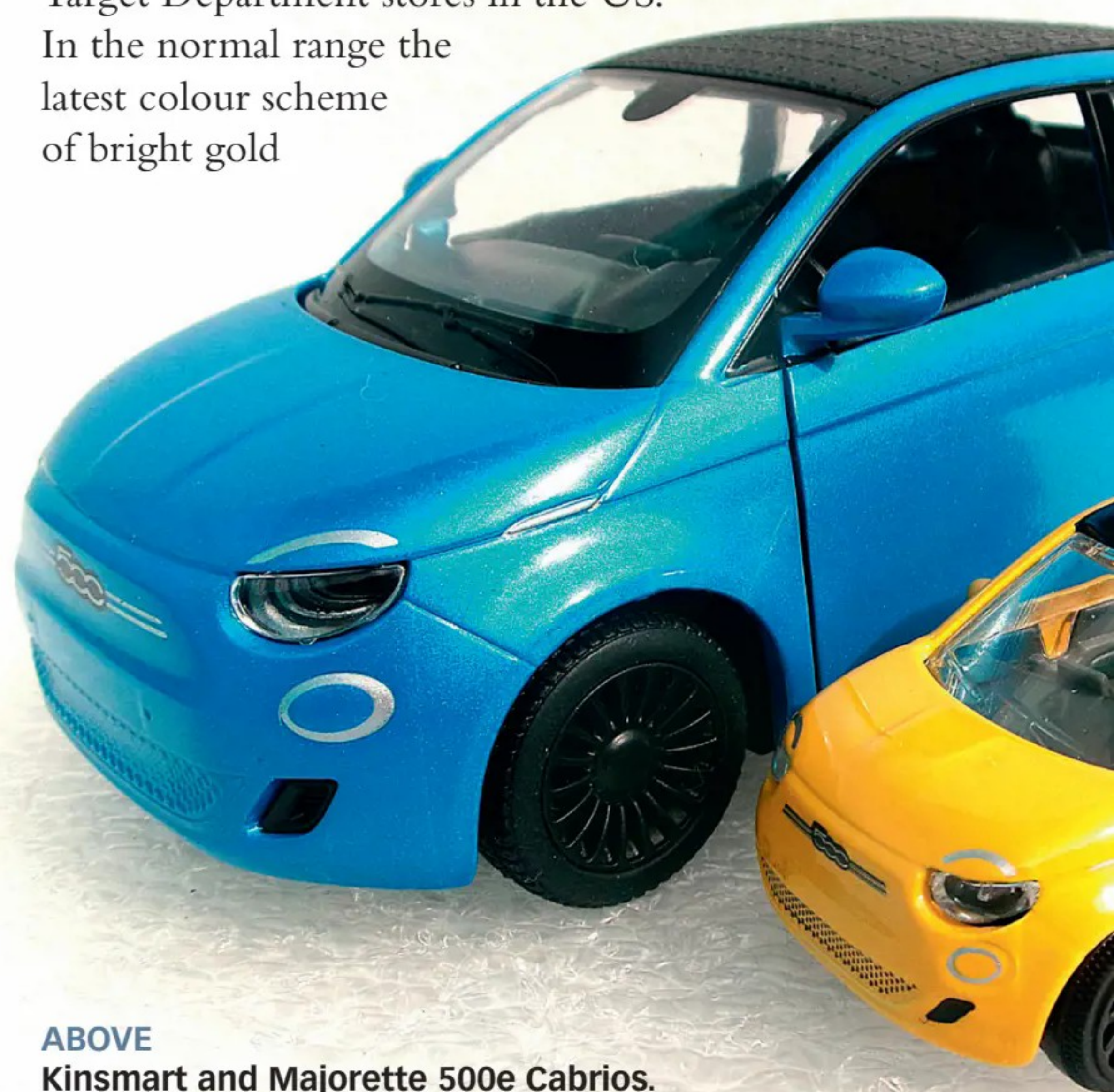
the repeated Fiat logo all over the roof which has been reproduced very crisply and the separate rear window glazing which has been beautifully done. A well-made model which can be found in a number of colours, including some with large 500e graphics on the bonnet and doors.

The Hot Wheels model of the now defunct US only 500e has also been updated recently in a number of new colours, light grey, light blue and a rather smart Red Edition as part of a promotion for Target Department stores in the US.

In the normal range the latest colour scheme of bright gold



ABOVE
Kinsmart 500e Cario
showing roof with FIAT
logos.



ABOVE
Kinsmart and Majorette 500e Cabrios.

RIGHT
Matchbox Fiat Topolino
quadricycle city car.



ABOVE
Matchbox Fiat Topolino on
long card.



ABOVE
Matchbox Moving Parts
500e.



ABOVE
New Hot Wheels colours
on the US 500e.



with new graphics is now on a card which states it is number 3 of 10 in their EV line-up.

Other new colours on existing castings are the Majorette 500e cabrio, now available in yellow, and the Matchbox Moving Parts 500e which now comes in bright red with a very nicely designed box (which is so good I haven't taken the model out of mine as I don't want to ruin it!).

Talking of Matchbox we come to my favourite of the new Fiat EVs, the cute Topolino which is officially a quadricycle and not a car.

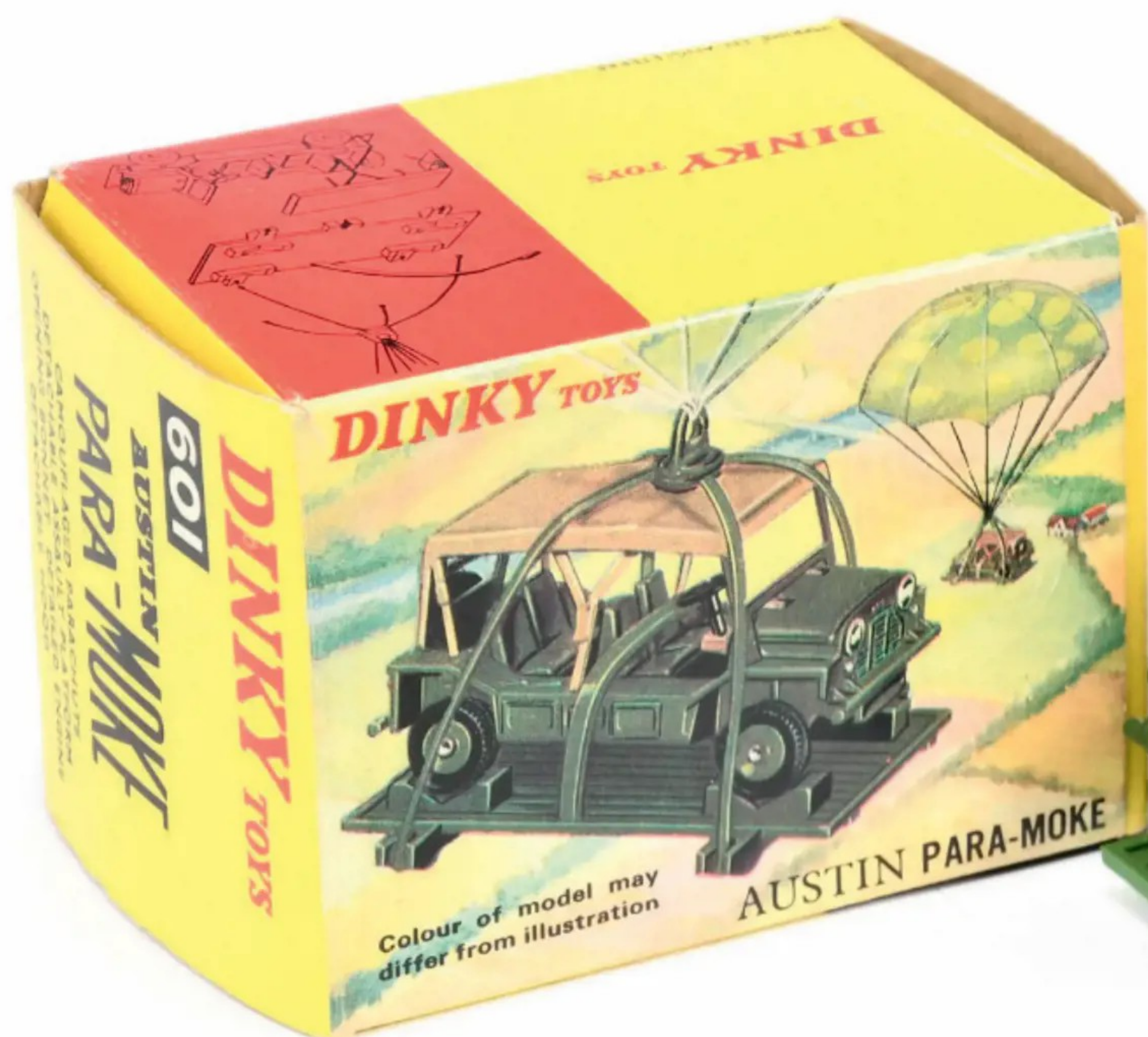
In my previous article I included Matchbox's model of the Citroen Ami saying it would do in my line up until somebody made its sister car the Topolino but I didn't expect it to come from Matchbox too. It was a pleasant surprise when I saw it online, although because of Matchbox's somewhat puzzling distribution methods, it's taken me a while to actually obtain it. I still haven't managed to find it in a High Street shop but I have acquired a number of them online in varied packaging and different artwork, which I presume are for different markets around the world. Like the Ami is only available in grey so the Topolino only comes in Verde Vita, a sort of peppermint green and so too does the Matchbox version. Interior detail is a little crude but the detail on the body has been done very well. The Fiat logo and small Topolino name have been beautifully tampon printed on the front panel and at the rear there are crisp tail lights and a rear number plate with a small Fiat logo. A great little model and quite a vital one in a line up of Fiat EVs. I see in last month's *Diecast Collector* that Norev have just released a 1/43 model of the Citroen Ami, so perhaps like Matchbox they'll go on to make a Topolino too, it would look great in 1/43.

I'll finish my update with the car that I finished my last EV article with, the Abarth 500e. Before I said that I was surprised that nobody had made a diecast model of it and I still am but there a couple on the way. Until a diecast one arrives I have filled

the gap with a model I'm not sure counts in a diecast magazine, a 1/24 scale plastic radio controlled model by Italian toy company RE.EL Toys. It's not in Acid Green which I wanted but Poison Blue which works just as well but the green and a red are also available. It may be aimed at the toy market but it's an official Abarth product and is spot on in its proportions and captures the real car perfectly. All the Abarth badging is correct and the alloy wheels are very well reproduced, even down to the green Abarth scorpions in the centres, although there is no visible interior. Even its battery propulsion is the same as the full size version albeit batteries of a slightly different size! Whereas the real car uses a 42 kWh lithium-ion battery the RE.EL version needs two 1.5V batteries in the control box and three 1.5V batteries in the car itself, great fun to play with, even the headlights light up. It's almost identical in size to the Bburago 1/24 500e and they make a great pair together in the cabinet. As I was putting the finishing touches to this update, I checked an online Italian model site and discovered that there is in fact a 1/18 diecast of the Abarth 500e on the way from MCG (Model Car Group) but all the online model shops list it as out of stock or available to pre-order, so it's probably not available as I write this. From what I can see from online photos it looks to be a superb model, in white, blue or yellow and is definitely one which will end up in my collection... I'll be pre-ordering one as soon as I've finished writing this!

We're still waiting for a diecast of the Fiat 600e and its recently launched Abarth sibling. Oh, and of course there's Fiat's new Grande Panda, a car screaming out to be reproduced in model form. I've just had a look on the Bburago website at their planned 2025 releases and it looks like they're actually planning to make a 1/43 version in their Street Fire range but new Bburago models tend to take a while to get to market so it might be a while before I get to see it in the metal.

Plenty to look forward to then. ■



Mini Moke

In which **Alwyn Brice** compares the miniature with the real thing.

ABOVE This is a later version Paramoke with Speedwheels. Not many would have survived their first parachute jump...

BELOW Press shot showing the British Moke in all its simplicity. The female models, one suspects, were an after-market extra

Images courtesy of eBay, www.Mini.com, Vectis and the author's collection.

When the British Motor Corporation launched the Mini Moke, initially it was looking to serve the requirement of the armed forces for a four-up, all terrain vehicle. The Second World War had made many familiar with the American GP, or Jeep as it was known, but we Brits had nothing similar. Austin's Champ had died a death in 1956 (although in hindsight this Rolls Royce-powered vehicle had been ideal for military use); and only the doughty Land Rover plugged the gap. Sadly for BMC, despite the car's simplicity of design (a useful asset in the field) and its portability (it was meant to be dropped by parachute, when required), the low ground clearance (early Mokes ran on 10 inch wheels) did not endear it to active service with four fully-kitted infantry aboard. Incidentally, its shortcomings would not deter the Israeli army from using it at a later date, however.

A different marketing ploy was thus called for, which led BMC to approach small businesses needing a light transfer vehicle. Whilst this initiative achieved some success, it was arguably

the "in crowd" that really helped establish the Moke after its faltering launch in 1964. Seen as ideal town transport, and certainly anti-establishment by its nature, this was Carnaby Street-era cool. Much like the VW campervan, it quickly gathered a loyal following.

Basic in its early years (one wiper and one seat were standard), and available in either green or white, all that would change when BMC (by then British Leyland) moved production to Australia. Bigger engines, a palette of colours, larger wheels and heftier bumpers (or roo bars), along with some galvanisation, identified a car that was as at home in the outback as it was on the street.

Production in 1982 moved yet again, under the aegis of Austin Rover, to Portugal; and in its declining years, Mokes were retailed under the Cagiva brand, also in Portugal. By 1993 the car had gained in creature comforts but happily still remained true to its early premise: that of a versatile fun vehicle.

MINI MOKES

In miniature, for many years, the Moke was well served by Dinky. It was inevitable that either Corgi or Dinky would jump on to this particular vehicle in 1/43 scale; after all, it wasn't altogether a rare sight on the roads.

Dinky's output maximised its initial tooling investment: its 1966 basic Moke (in metallic green) saw service also as a military ParaMoke (complete with landing sled and parachute); as a taxi in white, based





LEFT This Vitesse Moke is modelled on an early Australian version; its looks are not enhanced by the hood and sidescreens, however.



ABOVE Roo bars are nicely modelled here and the colour scheme is lovely.

LEFT Overhead Vitesse shot reveals good levels of detail: note the rubber bonnet retainers and bonnet script.



ABOVE Dinky Moke, first version, straight out of the box.



ABOVE An Australian Moke living in the UK. Leyland improved on the basic recipe.

on *The Prisoner* television series in 1967; and as Tiny's transport (in orange) in 1971, as seen in the children's programme *The Enchanted House*. I'm not sure how the giraffe managed an MOT on this particular vehicle, but we'll pass on that conundrum.

Given that the real car had little in the way of opening features (aside from the bonnet that clipped into rubbers at the base of the screen, side stowage panels and the petrol cap, there was nothing else to open or close), Dinky didn't have to agonise over a design brief. To its credit, an opening bonnet was incorporated in the model, and this reveals a fairly basic engine, just about identifiable as that of a Mini, naturally mounted transversely. The disparity between wheel diameter and the bodywork arches is captured well. These early British Mokes always looked a little ungainly, although that would be rectified in Australia. Pleasingly, the six side stowage/petrol tank panels are replicated; less impressive are the simple pole bumpers, which have not been modelled as well as they might. These have become an extension to the bodywork via a thick moulding, which replaces the two attachment points on the real car. Wheels are of the generic, 1960s type, with dished hubs: Mokes of this era would have sported steel wheels with plain chrome hubcaps. But they don't look too out of place.

Interior detail on the Dinky model is sparse, to say the least – but then so was the real thing. There was no dashboard to speak of, seats comprised two pads tied on to a metal frame and carpet was rubber matting. A heater was useless with the top down, and not much better with the roof and sides erected. So, aside from a steering wheel, and the four diminutive seats, that's about it... the Dinky model isn't going to win any design awards in this area!

All that said, it's a pleasingly chunky little model that captures the feel of the real thing. But wait...

PORTUGUESE CONTENDER

Trust the opposition to do it better. It's fitting, I suppose, that since Mokes ended their days in Portugal, so a manufacturer based there would decide to launch its own version of this vehicle.

I have to say that the model in question really looks the business, but that's a reflection on what a couple of decades' worth of manufacturing progress brings to the marketplace. Vitesse's Moke may well be lighter than that of the Dinky version but what it lacks in weight, it atones for in detail.

The 1968 Australian example in light blue, shown here, looks right from every angle, from the tiny "Californian" script on the bonnet sides (denoting a special version) to the three pedals and handbrake inside. Nothing, it seems, has been overlooked.

The more complicated, albeit ugly, hood frame/roll cage has been dutifully replicated (this structure was detachable, if you wanted the purer, less fussy, open-air look), as have the distinctive roo bars, a feature that would be continued in the later production. Australian cars, aside from riding higher off the ground, typically wore cream or white Sunraysia steel wheels with their distinctive triangular cut-outs. These are mimicked and look accurate. As for seats in the cars *Down Under*, these were often of the hammock variety although tall, more conventional tombstone front seats were also fitted. Here the Vitesse model excels, even down to the headrests. There's a token speedometer decal on the dashboard (which by now has grown in stature to include a tray!); there's an interior mirror (complementing the wing-mounted side mirrors), a delicate, oversized steering wheel and the all-important wipers.

From the side, it's good to note the set of mud flaps and the rubber extensions to the wheel arches, so typical of these cars and the rear doesn't disappoint, with exhaust and accurate bumper arrangement. It might be me, but the rear lights look odd: I'd have expected a boxy, unitary arrangement and not something that looks like it's from a Mini and then turned through 45 degrees.

Overall, then, a great representation. Vitesse produced other colours, with one or two special editions – an even modelled the Moke with its hood up. It's your choice... ■



Beware of sellers offering "rare" orange Mokes – they are usually peddling incomplete versions of this model.

VW Toblerone

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



Regular readers may recall that the idea for these *Then and Now* comparisons came after my Nan passed away and my uncle found his old shoe box of cars in her flat and kindly gave them to me. They were mostly old Lesney and Corgi toys from the 1960s, as my Nan worked for Lesney in London. While some of them were heavily played with, others were still in very good condition. Some of the recent comparisons in this series have involved relatively recent models, including a trio of models designed specifically for collectors last time out. This month we shall return to the contents of that shoe box with one of my favourites: Corgi Toys No.441 Volkswagon van.

This is one of the earliest toys used in this series so far, being from 1963. It was not, however, Corgi's first release of the VW Type 2 Transporter. That came the year before in 1962 as number 433, a 'Delivery van'. Corgi made the most of this basic tooling with Kombi (minibus), pickup and breakdown truck versions as well as the plain van and this Toblerone version. It is only in modern times do we now refer to this van as the Type 1; the original Type 1 was the Beetle, this van was the second product from the newly formed Volkswagen hence the Type 2 designation.

I have to say that this van really is from what many still consider the golden age of toy cars. The casting is crisp and has a good level of detail cast in. Up front there is the VW roundel cast in and picked out in white, the cab door handles are accurate, as are the 'barn doors' on the side. The hinges for the rear

ABOVE Despite their obvious differences, these two models make a most attractive pair.



ABOVE Both models have the large VW round badge up front. The Trans O Lite fitted to the Corgi can be seen here.



ABOVE The smaller Corgi sits comfortably alongside it's much younger cousin.

engine cover are also cast in details, as well as the rear side grills but rather curiously, no attempt at any form or rear lights. By 1963, plastic windows were commonplace for Corgi and these allow a good view of the basic, but charming, yellow moulded plastic interior. All round independent suspension is also fitted and this van is unique among the VW Type 2 releases as it benefits from Corgi's 'Trans-O-Lite' illuminating lights system. This used plastic fibre-optic style 'tubes' from a lens in the roof whereby when light was allowed in, it made the headlights appear to light up.

Paired with this is a Vitesse release from their 'City' theme of a near identical looking, although slightly larger, 1955 VW (Bulli) in Toblerone livery (model CV012). What is first noticeable is the similarity in appearance of both models, despite the Corgi being made to approximately 1/47 scale, compared to slightly larger 1/43 of the Vitesse. Although painted in differing shades of blue, both proudly wear 'Chocolat Tobler' along their sides in a near identical font. Both also show a large image of a bar of Toblerone chocolate. The backing on the early Corgi appears to have yellowed over time, although photos of mint and boxed examples seem to show this too. There are some light signs of play wear but otherwise they have stood the test of time well.

The Vitesse model also has the image of a Toblerone on the rear too. Unlike the Corgi toy, this one also has the small round rear lights cast in and painted red and a small 'chrome' exhaust pipe under the black painted rear bumper. The wheels are also improved on this modern model, being



ABOVE Whilst rear detailing is minimal on the Corgi, the Vitesse does have the rear lights picked out in red as well as additional decals.

RIGHT The Corgi has the VW badge cast in, whereas the Vitesse has it just printed on. The two halves of the Vitesse van can be clearly seen here.



ABOVE The decals of the 1960s Corgi feature a period looking bar of the famous Swiss chocolate.



ABOVE While the 'Chocolate Tobler' is the same on the Vitesse, the bar has the modern looking packaging, making it look a little out of place.



ABOVE Whilst the size difference between the two can be clearly seen here; the newer Vitesse (bottom) was reliably marketed as 1/43. The overall shape of the Type 2 has been well captured by both.

chrome domed hubcaps with a large VW badge in their centers. Round the front, this has the large VW roundel picked out in silver, albeit just printed on rather than a cast detail. What does stand out to me is the Vitesse is made up of two parts; the upper part (I presume allowing for different configurations) and the lower part. These are separated along the sides, just under the cab windows, and down into the distinctive point at the front. For me this spoils the

lines of the model as the join is highly noticeable. This of course could be due to the 'age' of the tooling used.

What I am unsure about is which is the most accurate shade of blue. The only picture I have so far found online of anything close to a VW van in Toblerone livery is for a drawing of a VW Type 2, finished in a two-tone blue and cream, so that hasn't helped me. Maybe it is an entirely fictitious livery and Vitesse used the old Corgi as inspiration and elaborated on it? The bar of Toblerone on the Vitesse also appears to be a modern one. The font on the Corgi's bar is different, as is the illustration making it appear to be from the 1960s. Maybe a reader can shine a light on this one? For me though, the pale blue on the Corgi holds a certain charm which I reckon gives the old toy the edge over its much more modern cousin. ■



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Superfast 1969-1982

No.
59

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

FIRE CHIEF CAR (FORD GALAXIE)

Production: 1970

Catalogue: 1970

Box Styles: F, G

The attractive Ford Galaxie did not spend much time as a Superfast fire car (its Police version didn't make it at all) and once again this is a difficult one to find in good condition for a reasonable price today. The only version made is photographed above, there was no time for variations! As usual with these short-lived Superfasts, expect to pay handsomely if you find a mint with mint box example.



PLANET SCOUT

Production: 1975-80

Catalogue: 1976-80

Box Styles: J

Planet Scout was one of two space-age vehicles introduced in the 1976 catalogue. As the name would indicate, the angular Planet Scout seems to be intended for interplanetary exploration. The upper body was painted metallic green, with the lower body and bumpers in lime. The windows and dome lights were amber, and a large chromed plastic moulding incorporated the interior, grille, and roof-mounted radar dish. In 1979, it was recoloured metallic red with a beige lower half.

Also in 1979, Planet Scout – together with Cosmobile and a grossly undersized Rescue Hovercraft – featured in the Adventure 2000 K-2005 Command Force set. The three miniature vehicles appeared in the Adventure 2000 fleet colours of light metallic green with black base and purple windows. A very small number were later produced for the same series with a metallic mid-blue upper body but these are very rare indeed.

FIRE CHIEF CAR (MERCURY)

Production: 1971-75

Catalogue: 1971-75

Box Styles: H

The complexities of the relationship between the Ford Galaxie and Mercury Police/Fire cars is covered in a

//

As the name would indicate, the angular Planet Scout seems to be intended for interplanetary exploration. The upper body was painted metallic green, with the lower body and bumpers in lime.

//

our *Fast and Fifty* publication, but bizarrely, during the Mercury's run, the previous Ford Galaxie version was pictured in the 1972 and 1973 catalogues instead. The Mercury Fire Chief Car was not a new casting, it was a re-coloured version of the Park Lane police car. Unsurprisingly it was painted red, with a bare metal chassis and grille. It had clear glazing, a blue roof light, and a cream interior which included driver and passenger figures.

Initially, the labels were carried over from the Galaxie model, but these were soon replaced by much more colourful (although somewhat less realistic) stickers with a fireman's helmet over a pair of crossed axes.

When it was replaced in the 1-75 range, it was moved over to the Two Pack line where it was teamed with Stretcha Fetcha to make TP-7 Emergency Set. This set remained in production until 1980.

PORSCHE 928

Production: 1980-82

Catalogue: 1981-82

Box Styles: L

An excellent, solid replica of the real car, Porsche's first real front-engined car (after its collaboration with VW on the 924).

Featuring opening doors and a detailed interior, the 928 was initially painted a light metallic brown with a black base and a cream (later tan) interior, but this colour combination was soon replaced by metallic mid-blue for the body with a tan interior. ■



A-Z of diecast

This month, **Alwyn Brice** arrives at the letter N.

Something rather out of the ordinary best sums up NZG.

This German specialist manufacturer dates back to 1968, which was when Betty Hauer and Gerhard Schmid founded Nürnberger Zinkdruckguss Modelle, more commonly known these days as NZG. The initial concept was construction site models in 1/50 scale and the company would later work with the likes of Zeppelin, Caterpillar and Liebherr in the design of its output. However, in 1983 the company decided to jump on to the 1/43 bandwagon with road cars, and produced a Porsche 911.

By the mid-1990s, in common with many other diecast manufacturers, rising costs in terms of raw materials and labour was prompting the company to look elsewhere to manufacture; thus in 2000 production was relocated to China. In keeping with collecting trends, bigger scale models (1/18) were introduced in 2016, which were followed in 2021 with the release of the company's first 1/12 scale units.

If, perchance, the genre that comprises construction site and roadwork type vehicles is what excites you, then you are going to fall in love with NZG straightaway, since the producer pretty much has no peer in this specific area. That said, collecting examples of diggers, cranes, excavators, dump trucks, bulldozers et al, comes at a price (literally): some models retail at close on £1,000. However, it has to be said that these models are intricate in the extreme, and some, especially the cranes, take up a lot of room even in the small scale in which they are modelled. Thus any incipient collection is going to require

ABOVE
This Citroën Paris Concept car dates from 2008. Norev was never shy of promoting homegrown manufacturers. Credit: www.model-universe.com

BELOW
Mercedes Benz 300SL from NZG with opening features: this example is around 1/35 scale.

some thought in terms of spatial planning.

The company's car range is interesting too, although I personally feel that it's really the larger scale models that stand out. Detail and finish on the smaller scale versions is not, I think, on a par with the quality of the construction vehicle range. Take a look at something in 1/18 scale and you won't be disappointed: excellent paintwork, opening doors/boot/bonnet and attention to engine detail all combine to make these models most desirable. And best of all, purchases won't break the bank.

FANTASTIC PLASTIC

Bear with me for a moment – we are still charting



RIGHT
Military vehicles get a look in within the New-Ray catalogue. This Sherman is modelled in 1/32 scale.



ABOVE
Alternative transport from New-Ray: a cute little Vespa 50 scooter in impressive 1/6 scale.



ABOVE
One from Norev's Jet-Car range, the angular little Fiat X/19. Opening parts were a feature of the smaller scale offerings.



ABOVE
Limited edition Opel Manta from Norev in 1/18 scale. A neat touch is the tinted band on the screen, although the coachwork paint looks a little too thickly applied.

BELOW
Bit of an eyeful, this Norev 1/43 Alpine A106 in yellow, but an unusual model nonetheless.



A New Holland CR9090 Combine Harvester from New-Ray. Not quite the detail of NZG, but a good option.



ABOVE
NZG's Caterpillar scraper - a sight all too familiar to many motorway drivers?

diecast models, right? Norev's claim to fame (initially, at any rate) lay in the plastic model car, which was produced alongside a tinplate garage. The year was 1953 and the diminutive scale of 1/87 was employed, although 1/43 models soon followed.

Founded by the Véron brothers, near Lyon, in 1946, the name Norev was simply the family surname spelled backwards. Plastic cars certainly dominated the company's early output: extremely jingoistic, many of the company's models echoed French cars and vans although it would eventually concede that other countries also manufactured road transport.

The turning point was 1965, which was the year that Norev invested in diecasting machinery and began manufacturing in a different medium. Six years later it introduced a Jet-Car range, which sub-divided in Mini-Jet and Maxi-Jet. Norev's 1/43 contribution to the marketplace, in retrospect, was quite significant although its range was arguably more attuned to the youthful, as opposed to the adult collector.

As the years rolled by, so the company's fortunes changed; acquired by Majorette in the early 1980s, Norev ended up under the aegis of the Simba Dickie Group. Interestingly, in more recent times it has explored the 1/18 large scale market.

Fancy collecting Norev? Prices remain reasonable but in terms of 1/43 models, Solido, I feel, are more satisfactory as a brand. That said, some odd and unusual models are to be found in the Norev archive; and its plastic versions are a collectable field on their own - if you can find them intact.

MADE IN HONG KONG

Our final manufacturer this month seems uncertain about its nomenclature. NewRay? New-Ray? Newray? They need a proof reader for their literature and retail outlets, I feel...

This Hong Kong-headquartered manufacturer is not exactly a newcomer to the diecast scene, having set up shop back in 1987. With a strong global presence, it has seen fit to add many strings to its corporate bow, so it has manufactured not just diecast cars and motorcycles but also aircraft, trains and remote-controlled toys.

Its diecast output is available in 1/6, 1/24, 1/32, 1/43 and 1/50 scales, so is truly comprehensive. Cars and articulated transport feature strongly but in the smaller scales you can unearth construction site machinery (*pun intended?* - Ed).

Target audience for the company's wares is a little tricky to identify. The bigger models typically incorporate opening features but they are built to a price, in my view; thus the presence of paint imperfections may irritate the buyer, for example. Given that the cost of these recreations is modest, I suppose that the range is pocket-money based, so is likely to be acquired by the younger collector. The 1/43 range can be picked up for a fiver or so in the pre-owned marketplace; and even if closer examination highlights over-thick mouldings and liberal paint application, at that sort of money you cannot argue. However, there's a wealth of models from which to choose, with haulage, road and race cars and even the military sector to tempt. As ever, you pays yer money... ■

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The Marauder Story



In which **David Wright** decides to create his own scale model of a Marauder...

Way back in 1949, George Mackie, then Rover's Continental sales representative, and his 2 Rover employee friends Peter Wilks and Spen King, decided that it would be a great idea to develop a sports roadster, but Rover weren't interested. These three had already successfully raced a single seater Rover-engined car, and had called it the Marauder.

With the promise from Rover of releasing 21 chassis and components, Peter Wilks and George Mackie left their jobs with Rover, and in January 1950 set up as Wilks, Mackie and Company.

Their first car was completed in July 1950, and was road-tested on a European tour to Switzerland, taking in Belgium and Luxembourg. An enthusiastic Swiss Rover agent arranged for a Marauder to be displayed at the 1951 Geneva Motor Show, and it was received with great interest.

After the first 4 bodies had been built by Richard Meade, the rest of production was transferred to Abbey Panels in Coventry, returning to Mead's workshops for trimming and painting.

On the crest of a small wave, the company's move to their own larger premises at Kenilworth should have taken them to further success. However, the Korean War and the ensuing government restrictions meant that their bank was prohibited from making a loan to achieve this expansion.

In addition, the cars were originally to be sold at £1,106, the same as a Rover 75, but double Purchase Tax of 66.6% on cars of over £1000 meant that the Marauder cost more than the Jaguar XK120!

Henly's of London received the last Marauder for sale on 26th March 1952. Mackie and Wilks knew they could no longer compete, and under these circumstances, they finally closed the business in mid 1952. In all, 15 cars were built, and Wilks and Mackie

returned to Rover.

At least 12 cars are now known to still exist, including one fixed head coupé built to special order in April 1952, being the 5th car built.

MARAUDER MODELS

Sure enough, as you would expect, it's been left to the dedication of three very specialist model makers to save the image of this car in miniature.

Geoff Sear, a prolific South African model maker of mostly British sporting cars, created his version as a single resin casting, with delicately cast wheels, chrome embellishers and individual chrome bars to the grille. It shows a high attention to detail, with a straight Perspex windscreen, large steering wheel and detailed dashboard. Sadly, Geoff died in August 2011, but his models live on as his contribution to this hobby. In mint boxed condition, they are achieving some value.

The second, and rarer model was created by a Rover enthusiast who had already created a model of the Rover P4 cabriolet. John Wheater, who had a great passion for all things Rover, made a number of cars associated with Rover, including the Marauder. Again, his model is made in resin, including the tyres, and the axles are made from titanium rod! Supplied in very limited quantities to collectors who knew him, the kit builds into an equally nice model, with a very delicate frame to the windscreen. It appears slightly dumpier than the Sear model, but has a more accurate front wing line and windscreen size. The grille, whilst more crude than the Sear, is of better proportions. John is also sadly no longer with us, having passed away a month later in September 2011, but his story and contribution to resin model building remains in *The History of Resin Transport Modelling*.

Lastly, we come to another one-man operation, whose extensive range of simple white metal kits extend to many rare British Sporting cars, including the Marauder. Trevor Wright produced a good likeness of the overall shape in his TW collection range. Much fettling and filling is required to get near to an acceptable standard, but it is possible. Pictured here is



TOP
The real thing!

ABOVE
Marauder badge, as seen on the front of the car.



ABOVE
John Wheater's 1950 Marauder Tourer.



ABOVE Marauder by Geoff Sear.



ABOVE Dinky Rover with cockpit part removed, and strengthening fitted beneath bonnet.



ABOVE Dinky Rover with a new cabin... and a lot of filler!



ABOVE 1st shot with primer.



ABOVE Marauder from a Dinky donor, top coat applied.



ABOVE TW Marauder 1st shot.



ABOVE The author's efforts to create a FHC Marauder.



ABOVE TW Marauder finished.

one that the author built recently, painted in Dove Grey.

No model of the Fixed Head Coupé exists, and so the story is incomplete. However, unfazed by this challenge, I considered that to create a one-off, using the Dinky Toys No.156 Rover 75 as a base donor car, was not only possible but felt like a tribute!

A donor Dinky Toys No.156 was duly purchased, and stripped of all its paint. Armed with a Junior hacksaw, careful cuts were made across the roof to pave the way for a shorter cabin and a longer bonnet. Some judicious filing of the radiator grille and "nose" of the bonnet created the basic shape at that end, followed by some metal strengthening extending back from the old bonnet to ensure a firm base for filler.

The filler putty was applied next in copious amounts, to cover the main areas that needed re-shaping, as illustrated here.

At last, a coat of grey primer shows up well all the tiny imperfections that I missed first time round! This included a test fit of 2 alternative grilles. The first was from a Vanguard Jaguar, the second made with 2 parts of a photo-etched grille made for me in Hong Kong some time ago for my Paramount roadster, without which my collection of British Sporting Cars would be incomplete. On balance, I chose the Paramount option, with a small bit of filing at the top inside edge of each panel, to create the "heart" shape.

Next come the wheels. If this is a model then Dinky Toys wheels did not offer the big round chrome hub image I wanted. So some spares from the bits box were dug out. Dinky Toys wheels were removed, and their axles re-employed.

Now to the interior. The real car had a bench front seat, so not too difficult to re-create, and when I added the metal extension to the bonnet, I allowed for some excess to fold down from which to create the dashboard and fit a steering wheel.

A final coat of primer when all minor imperfections had been dealt with, and then it's time for assembly. After time to "sink", the top coat of graphite grey was applied, to mimic the real car. After a week to be sure that was all dry, and suitable masking tape and old plastic bags were used to mask off the bonnet boot and cabin areas. Then, black was applied to complete the two-tone effect. A coat of gloss finished the painting, and when it was fully cured, the door handles and radiator grilles were the finishing touches, together with the fine red rear lights touched in, and white sidelights up front. ■

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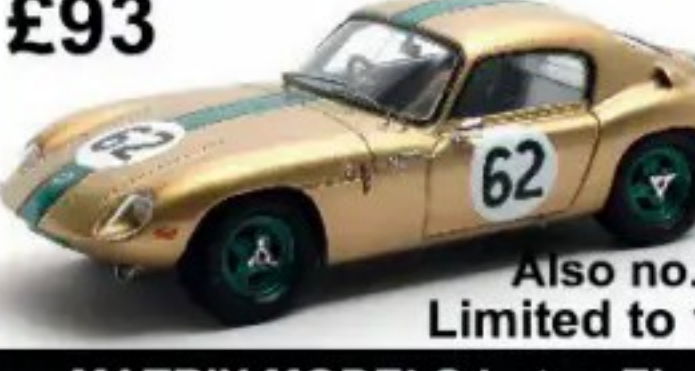
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TOP VINTAGE MODEL

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



U.S.A. Police Car

In the days before there was a television in every home much entertainment came from visits to the cinema. Many of the films were from America and the stories included the now familiar American cars and trucks. Quite often police cars were seen in the adventure and were certainly different from our Wolsey, Morris and Humber police cars. The toy manufacturers soon started to produce American police car models and this of course included Dinky Toys.

The first Dinky Toys U.S.A. Police car arrived in October 1960 with the number 258. The model based on a DeSoto Firelite is finished in black and has white panels on the front doors with the word 'POLICE' in black on each one. The word 'POLICE' in white is on the bonnet and boot. There is a red warning light on the roof and an aerial on the rear nearside. There is silver detailing for the radiator and bumpers and they were fitted with spun wheels. It is also now fitted

with a white plastic interior. The *Meccano Magazine Dinky Toys News* has a picture scene with the police car and describes it stopping a car for speeding. The back page advert says 'Typical of the type of car used by the Police in the United States of America, this fine miniature is fitted with four-wheel suspension, windows, seats and steering wheel. On the roof is an imitation red-light and a radio aerial is carried on the boot.' It was priced at 4/9 (inc. tax). The model used the De Soto Firelite No.192, which was without a plastic interior.

The first police car was replaced by the Dodge model with the same 258 number during 1961. In *Dinky Toys News* in the *Meccano Magazine* of September 1962 a picture scene shows the Dodge Royal Sedan police car in front of a Superior Criterion Ambulance. This model used the civilian Dodge No.191 which had been without a plastic interior.

ABOVE Dinky Toys U.S.A. Police cars the DeSoto Firelite, the Dodge Royal Sedan. The Ford Fairlane and the Cadillac 62 all with the number 258. The Ford and the Cadillac have the solid red roof lights.

BELOW LEFT *Meccano Magazine* advert from October 1960.

The next version of the police car was the Ford Fairlane sometime in 1962, again using the 258 number and the model now had solid red roof lights. All the other details were identical to the De Soto model.

The final police car model was the Cadillac 62 during 1966, still with the 258 number. It is illustrated in the Dinky Toys Catalogue of 1966. The 'POLICE' words are now paper stickers but all the details are as with the other models.

All the models came in illustrated card end flap boxes and the later ones in the yellow and gold cellophane boxes with the final model being deleted in 1969.

The DeSoto Firelite was introduced in 1955. The Dodge Royal Sedan was first seen in 1954. The Ford Fairlane model that was available between the 1955 and 1970 in North America. The name was taken from the Henry Ford estate. The Cadillac Series 40-62 were cars produced from the 1940's until 1964. Originally designed to complement the Series 61 it became the Cadillac Series 62 in 1959. ■



DINKY TOYS No. 258— U.S.A. POLICE CAR

Typical of the type of car used by Police in the United States of America, this fine miniature is fitted with four-wheel suspension, windows, seats and steering wheel. On the roof is an imitation red-light and a radio aerial is carried on the boot.

Length 4 ⁹/₁₆ in.

Price 4/9 (inc. tax)

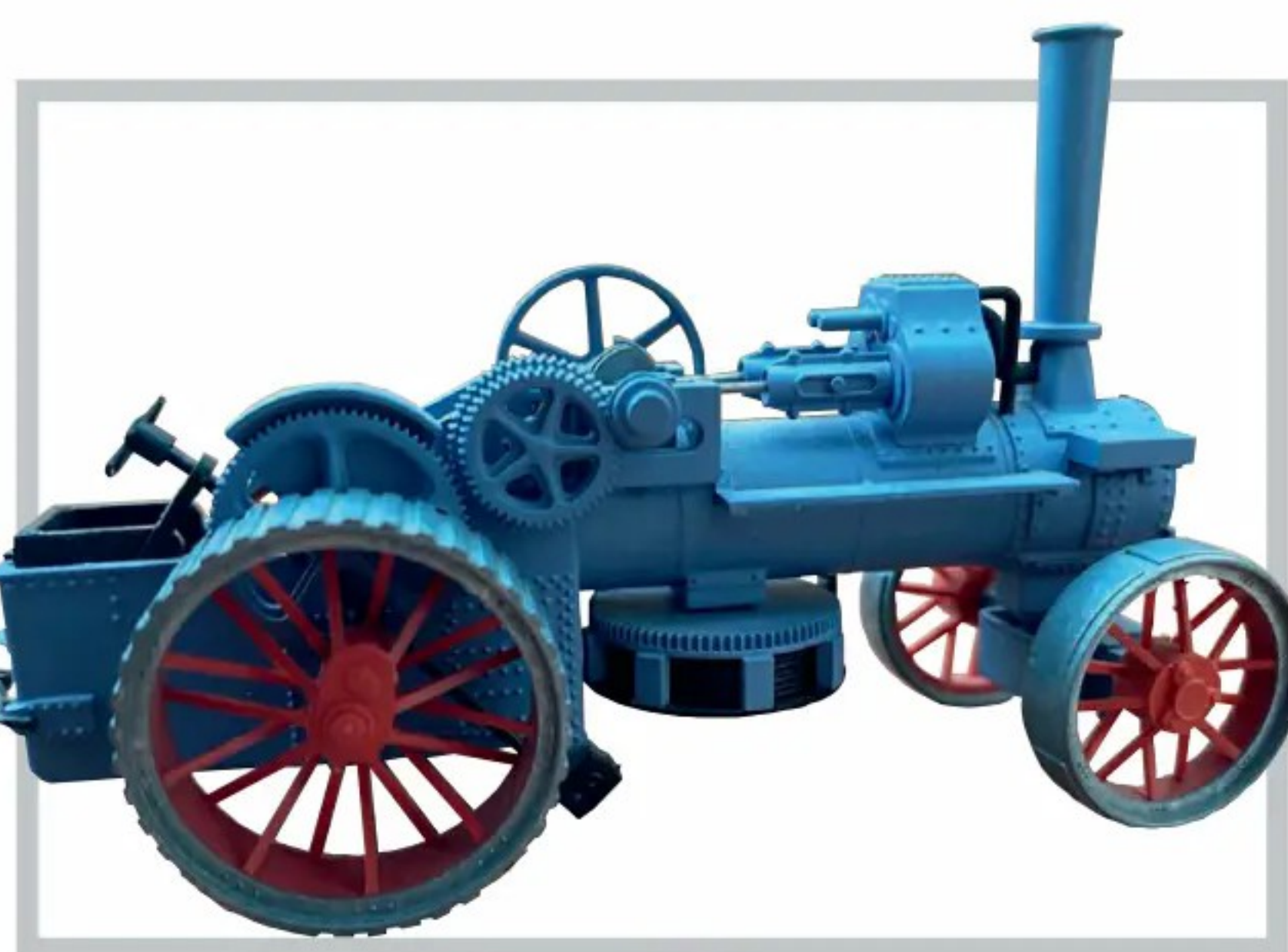
The Dinky Toys Collectors' Association

The Dinky Toys American cars have always been popular and certainly the police models. They occasionally appear in the DTCA Journal with illustrations. You can find out more or join by visiting the website www.dtcawebsite.org.

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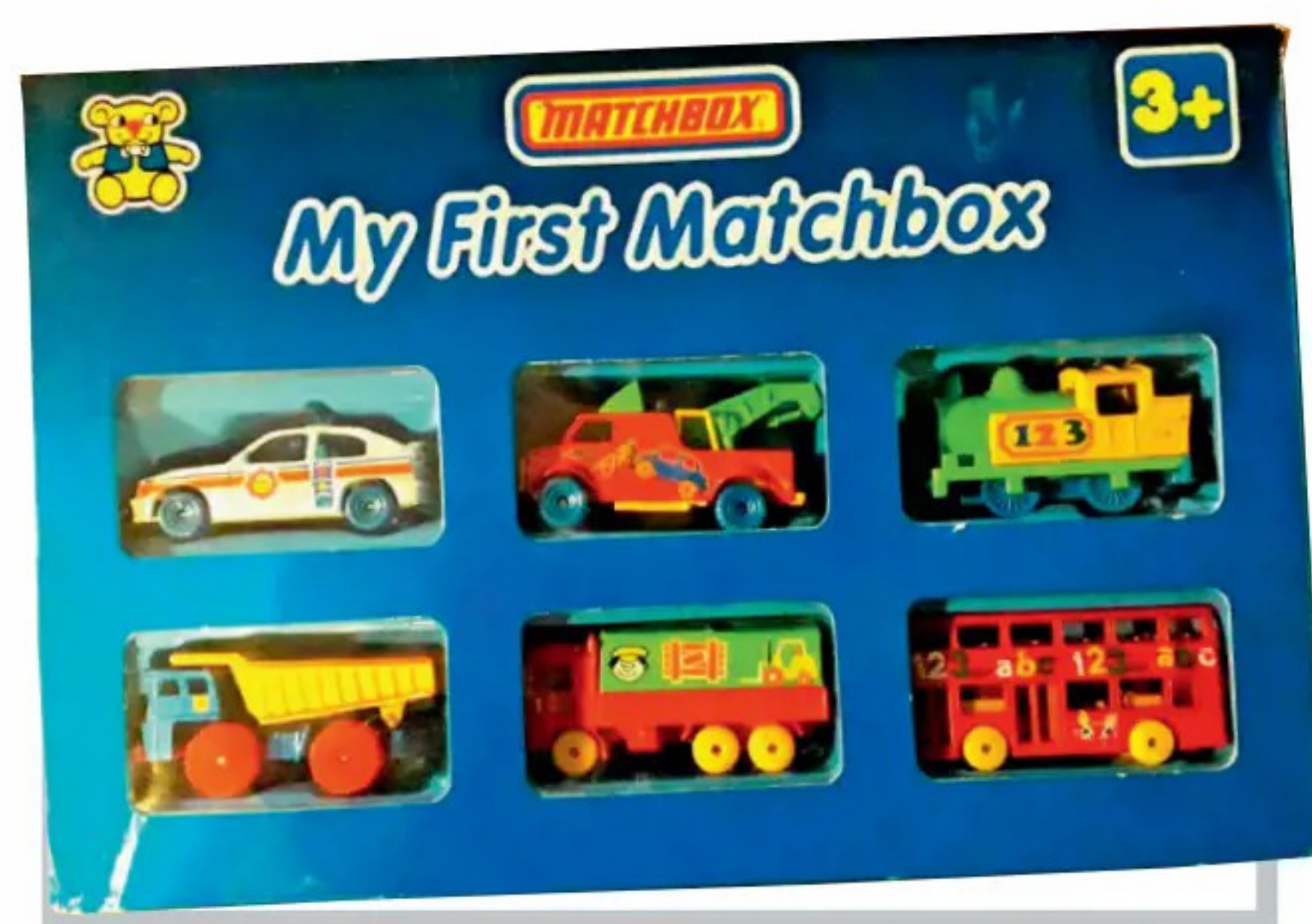
From collectables of the future to old favourites, online auctions will always manage to produce some interesting finds... and occasionally, even more amazing prices! We visit auction houses and sites for this month's results.



■ **Item:** Marklin Traction Engine
Condition: immaculate, beautifully detailed and engineered
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■ **Item:** Mighty Tonka Dump Truck
Condition: used, with wear from use and visible signs of rust
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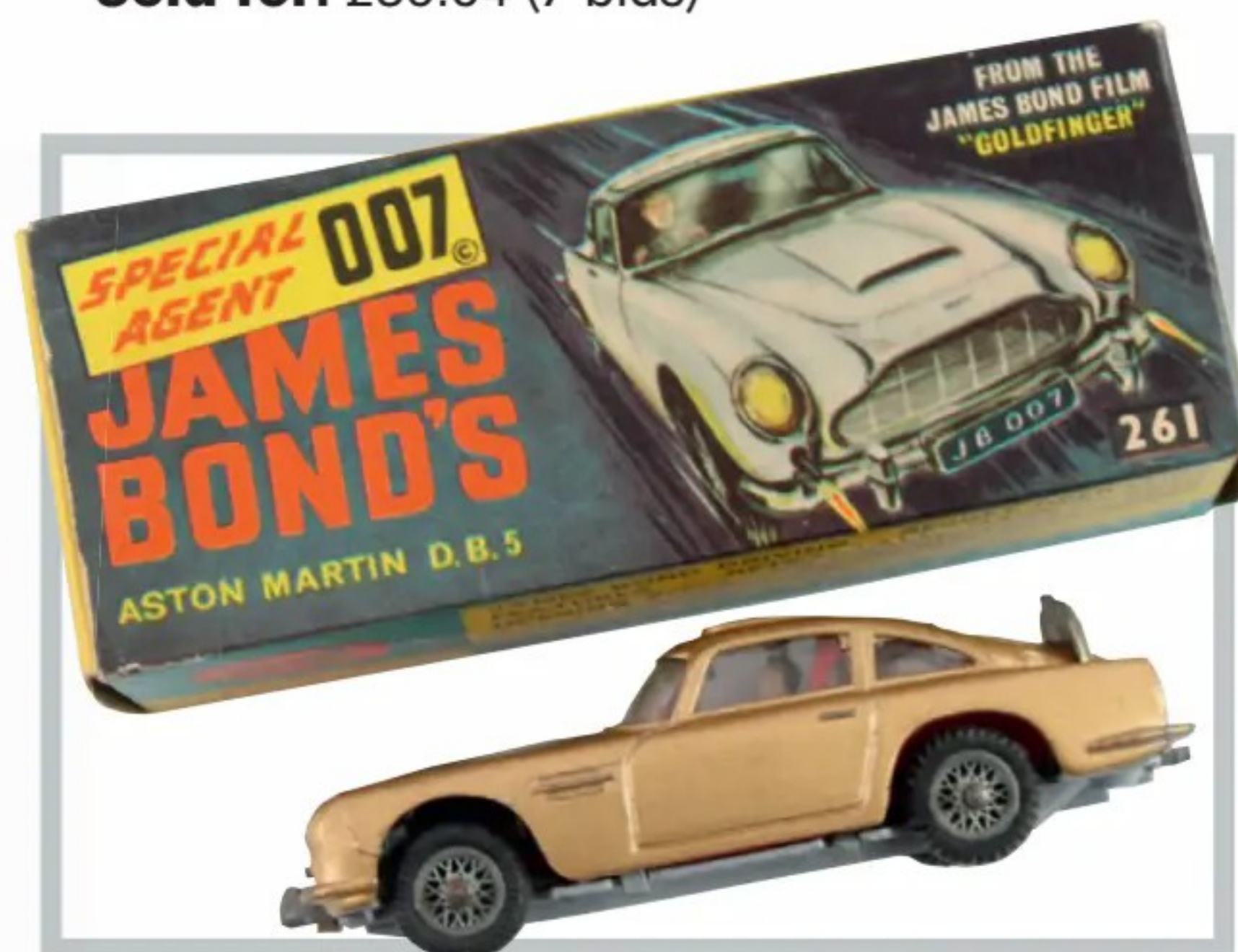
■ **Item:** My First Matchbox boxed set
Condition: unopened, the toys are in mint condition, box has some wear
Sold for: £35.04 (7 bids)



■ **Item:** Dinky Toy Eagle Spacecraft
Condition: signs of age and wear, with some cosmetic damage
Sold for: £51 (7 bids)



■ **Item:** Morestone Land Rover Breakdown Service
Condition: fair to good, with some playwear but intact
Sold for: £27.30 (9 bids)



■ **Item:** Corgi Toys No.261 James Bond 007 Aston Martin DB5
Condition: signs of age and wear, with some cosmetic damage
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■ **Item:** Matchbox 10 Car Gift Set
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■ **Item:** Asahi ATC Model Pet Toyota Land Cruiser
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■ **Item:** Autoart 1986 Audi Sport Quattro S1 #6 H.Mikkola/A.Hertz Monte Carlo Rally
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■ **Matchbox Regular Wheels 27c Cadillac Sixty Special - Stannard Code 16**, metallic lilac body without rear silver trim & without red tail lamps, bonnet type C, pale pink roof, turquoise green windows, gloss black base, 36-tread black plastic wheels. Near mint in good type D2 box printed by Bowaters. **Sold for £70, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 75a Ford Thunderbird - Stannard Code 8**, off white body, pale salmon pink side panels, front silver trim only, full width red tail-lamp clusters, black base, 9 x 24-tread silver plastic wheels. Excellent, a few small paint chips in excellent type D2 box printed by Pembroke Abbey. **Sold for £70, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 65a Jaguar 3.4 litre Saloon - Stannard Code 5**, metallic dark blue body with silver trim, gloss black base, 20-tread grey plastic wheels with rounded axles. Excellent plus to near mint, nice example in good type B4 box. **Sold for £80, Vectis Auctions, March.**



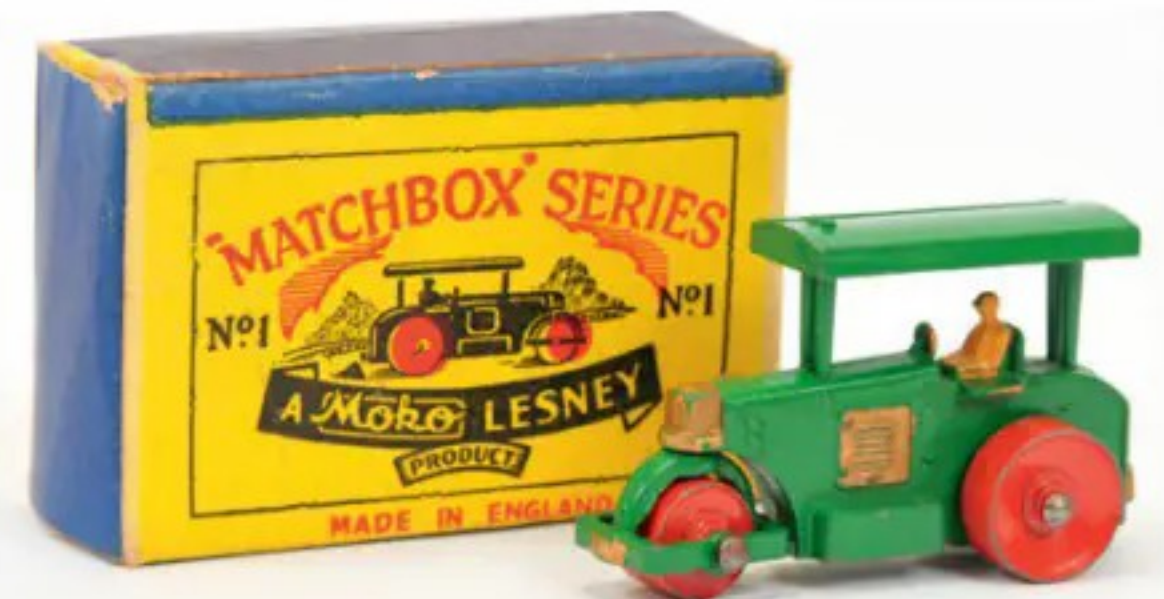
■ **Matchbox Regular Wheels 24a Weatherill Hydraulic Excavator - Stannard Code 1**, orange-yellow body with silver trim, metal wheels with flat crimped axles. Excellent plus, couple of tiny chips in good to good plus type B1 box with early model illustration - complete but with edge wear. **Sold for £30, Vectis Auctions, March.**



■ **Matchbox Regular Wheels No.66a Citroen DS19 - Stannard Code 3**, dark yellow body with 3 x roof ejector rings, front and rear silver trim, gloss black base, 9 x 20-tread grey plastic wheels with rounded axles. Excellent with factory silver mark to wing in poor type D1 box - one end flap has detached but present, one inner flap from opposite end detached and present. Very rare late issue box hard to find in any condition. **Sold for £640, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 38c Honda Motorcycle and Trailer**, yellow trailer with large Honda decals and guide lines, base with extended axle channel, metallic blue-green Motorcycle with type D oil tank. Excellent plus in excellent plus type F2 box. **Sold for £45, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 1a Aveling Barford Diesel Road Roller - Stannard Code 2**, dark green body with straight canopy ends and gold trim, tan driver, red metal rollers. Excellent in good type A Moko script box. **Sold for £340, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 1b Aveling Barford Diesel Road Roller - Stannard Code 1**, green body with gold trim and tan driver, red metal rollers with flat crimped axles. Excellent plus in excellent plus type B1 box. **Sold for £160, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 13a Bedford Wreck Truck**, tan body, silver trim, red jib and hook, metal wheels with crimped axles. Excellent plus in a good plus type B1 Moko solid box. **Sold for £35, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 18a Caterpillar Dozer - Stannard Code 2 Yellow**, including driver figure, red blade and arms, metal rollers with original and pliable green rubber tracks. Excellent plus in an excellent B1 Moko box. **Sold for £45, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 21a Bedford Duple Luxury Coach**, gloss green body and base with silver trim, metal wheels with flat crimped axles. Excellent, mostly clean and bright but small chip to roof and some loss to decals in an excellent plus type B1 Moko box - crisp and clean, nice example. **Sold for £35, Vectis Auctions, March.**



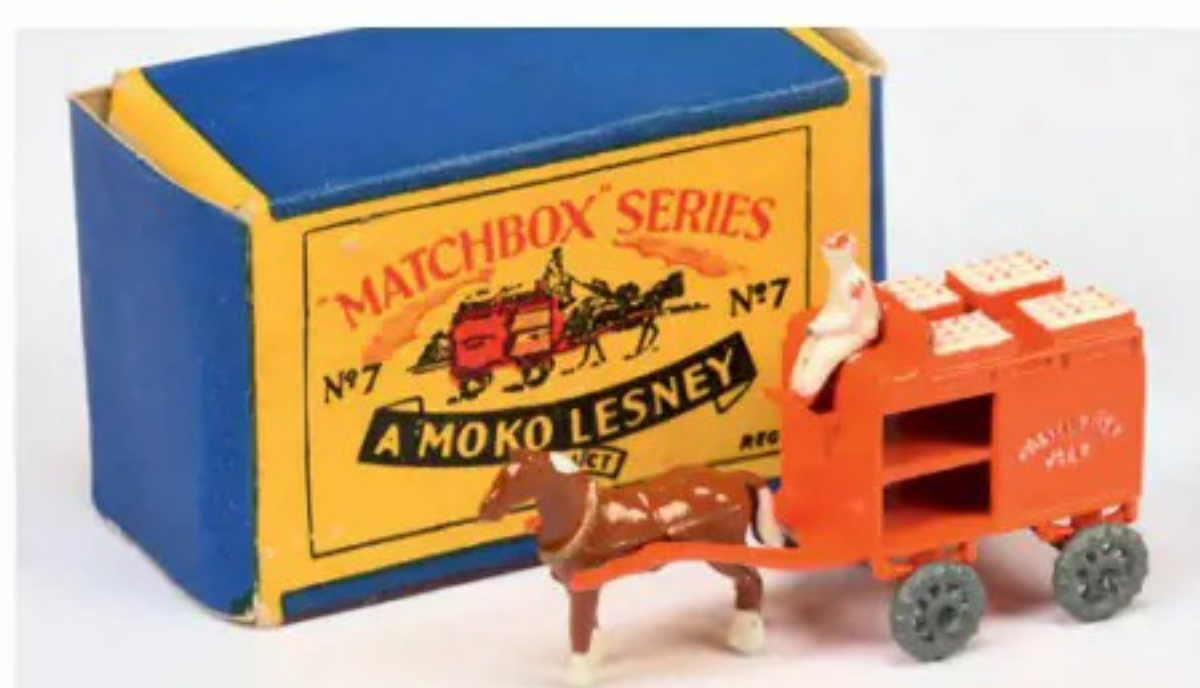
■ **Matchbox Regular Wheels 24a Weatherill Hydraulic Excavator Stannard Code 1**, orange yellow body with silver trim, decal advert, metal wheels with flat crimped axles. Excellent, a few tiny chips in an excellent plus Type B2 box, crisp and clean, nice example. **Sold for £15, Vectis Auctions, March.**



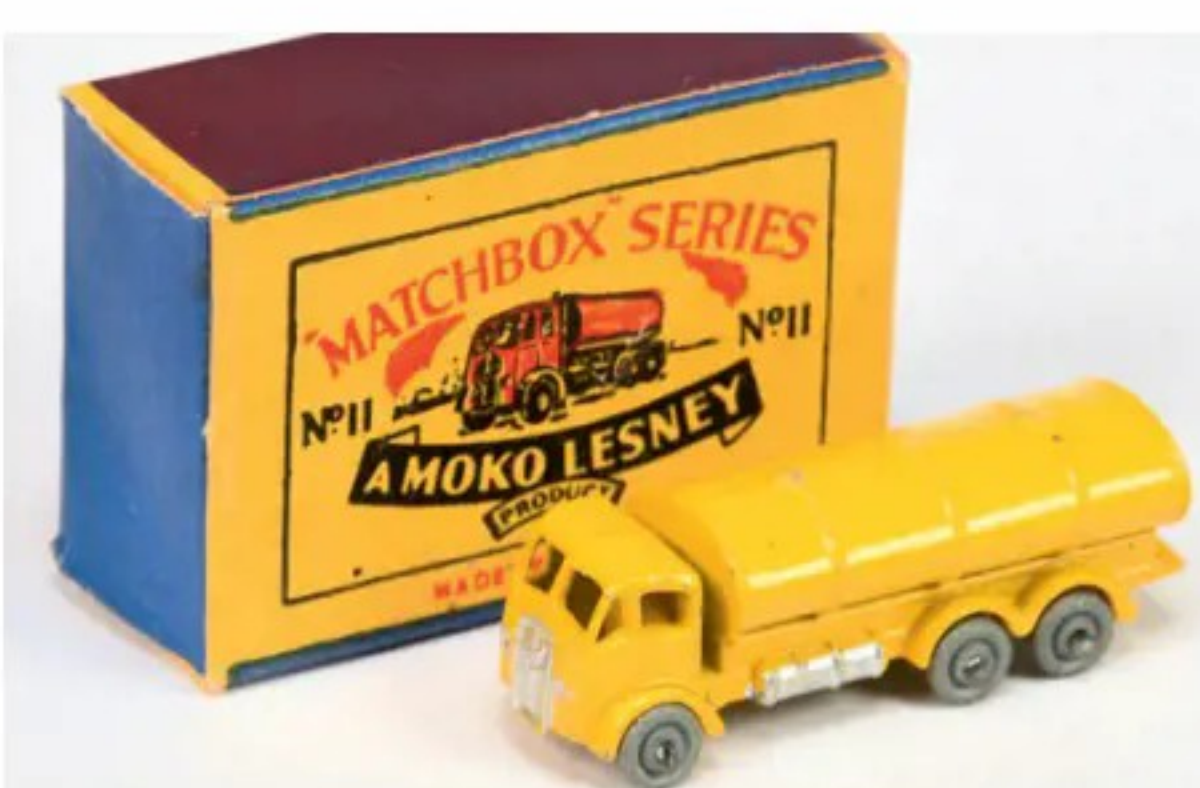
■ **Matchbox Regular Wheels 26a ERF Cement Mixer - Stannard Code 3**, orange body with silver trim, extended barrel stem without infill, metal wheels with flat crimped axles. Excellent with a few tiny chips but overall clean and bright - in excellent plus type B1 box, crisp and clean, nice example. **Sold for £25, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 5b London Bus "Buy Matchbox Series" - Stannard Code 2**, red, dull mustard yellow decals, gold radiator grille, metal wheels with flat crimped axles. Excellent plus with a couple of tiny chips, in good to good Plus type B1 box - solid box but with pencil marks. **Sold for £25, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 7a Horse Drawn Milk Float - Stannard Code 1**, orange type A body and shafts, type A brown horse with full white trim, off-white trim to driver and crates, metal wheels with flat crimped axles. Excellent in excellent type B1 Moko box. **Sold for £20, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 11a ERF Tanker - Stannard Code 5**, lemon yellow body with silver trim and type B round chassis brace, metal wheels with flat crimped axles. Excellent in good plus type B1 box. **Sold for £110, Vectis Auctions, March.**



■ **Matchbox Regular Wheels 11a ERF Tanker - Stannard Code 6**, red body with gold trim & large rear "Esso" decal. Excellent plus, a few rust marks to axles otherwise nice bright example, in good plus type B1 box - some creases to striker side. **Sold for £70, Vectis Auctions, March.**



■ **Matchbox Regular Wheels (1) 41a Jaguar D type**, without racing number decals, matt black base, metal wheels with domed crimped axles. Excellent plus in good plus to excellent type B2 Moko box with small model number. **Sold for £35, Vectis Auctions, March.**



■ **A boxed Corgi 1977 dated Starsky & Hutch Ford Gran Torino with Starsky, Hutch and a perp figure No.292**. The car and figures appear mint, the box is good with some storage wear and creasing of the window, a small tear on lower front corner and the header card has been folded over. **Sold for £130, British Toy Auctions, March.**



■ **A boxed 1979 dated Corgi Buck Rogers Starfighter with 2 x figures No.647**. The model and figures appear near mint, the box is fair to good with some storage wear and creasing, the window is creased and loose, the header card has been folded over. **Sold for £55, British Toy Auctions, March.**



■ **A boxed Corgi Toys No.430 Ford 'Bermuda' Taxi**. The model with white body, with yellow and red canopy, and yellow interior, is missing decals to rear and doors, has a couple of small chips otherwise appears to be in good condition on the whole. In a fair plus picture box. **Sold for £50, British Toy Auctions, March.**



■ **A boxed Corgi James Bond Goldfinger Aston Martin DB5 No.261**, The car appears near mint with only a few very minor marks. The baddie figure is still present but there is no spare. The car features all work and the suspension is undamaged. Instruction sheet and a Corgi leaflet are included. The inner packaging is very good with minor wear and the outer box is also very good with minimal wear. **Sold for £100, British Toy Auctions, March.**



■ **A boxed Corgi Toys No.233 Heinkel Economy car**. The model with red body, lemon interior and flat spun hubs has a couple of small nicks, and appears to be in good overall condition. The model sits in a fair - fair plus blue and yellow picture card box, slightly age sully with some creasing, wear and tear along one flap. All models are unchecked for completeness. **Sold for £28, British Toy Auctions, March.**



■ **A boxed Corgi Toys No.472 Land Rover Public Address Vehicle**. The model in green body with yellow rear, is slightly dusty and appears to be in good - very good condition generally and would benefit from cleaning. The model comes with two figures and is presented within a poor - fair yellow and blue picture box with taping and storage related wear. **Sold for £35, British Toy Auctions, March.**



■ **A boxed Corgi No.261 James Bond's Aston Martin DB5**. The model in gold with red interior, wire wheels, functions correctly and appears in very good condition with some signs of age and light play which would be enhanced with sympathetic cleaning. The model comes with James Bond and two villain figures. The model sits on a good - very good inner pictorial stand with some general wear. Presented in a good picture box. **Sold for £70, British Toy Auctions, March.**



■ **A boxed Corgi No.247 Mercedes Benz 600 Pullman**. The model in metallic maroon with cream interior, spun hubs and featuring windscreen wipers, has a some light surface marks to body in a few places otherwise appears to be in very good condition, and would benefit from cleaning. The model comes with original instruction leaflet, and is presented in a fair - fair plus sully yellow and blue picture box with age wear. **Sold for £22, British Toy Auctions, March.**



■ **A boxed Corgi Gift Set No.35 London Passenger Transport**. The models have some storage dust and a little wear to higher edges on the bus noted but otherwise the items appear about excellent and set comes with inner cardboard packaging. The box has some age-related storage wear but otherwise appears about good or better. **Sold for £130, British Toy Auctions, March.**



■ **A boxed Corgi No.309 Aston Martin Competition Model.** Some storage dust and may benefit from a gentle wipe but otherwise appears to be about excellent, with paperwork noted. Box has a little storage wear and a water mark on one corner noted but otherwise very good. **Sold for £70, British Toy Auctions, March.**



■ **A boxed Corgi Heavy Haulage Limited Edition #18007 'Wrekin Roadways' Scammell Contractor x2' 24 Wheel Girder Trailer and Transformer Load.** Appears to be mint with certificate numbering the set 1504 of 4000, and sits within mint inner polystyrene, in a fair plus overall lift off lid box with some storage related wear. **Sold for £18, British Toy Auctions, March.**



■ **A boxed Lesney Matchbox King Size K-9 Aveling Barford Roller,** in red and green. A corner of one transfer has come away and a very slight paint chip / rub on the roof otherwise the model appears to be near mint. The box printed by Pembroke Abbey has some storage wear but otherwise very good. **Sold for £30, British Toy Auctions, March.**



■ **Franklin Mint 1/12 farm model issue comprising Farmall Model H Steelwheel Tractor,** in original packaging and box (storage wear to box). **Sold for £50, M&M Specialist Auctioneers, March.**



■ **Franklin Mint 1/12 farm model issue comprising Case SC Tractor,** in original packaging and outer box (storage wear to outer box). **Sold for £50, M&M Specialist Auctioneers, March.**



■ **Universal Hobbies 1/16 farm model issue comprising Ford 5000 with Cabin (1968),** looks to be without obvious signs of fault in original box. **Sold for £190, M&M Specialist Auctioneers, March.**



■ **SpecCast 1/16 farm model issue comprising Massey Ferguson 65 Diesel Matic Tractor.** Looks to be without obvious signs of fault in original box. **Sold for £50, M&M Specialist Auctioneers, March.**



■ **Ertl Collector 1/16 farm model issue comprising Case Magnum MX270.** Looks to be without obvious signs of fault, storage wear to box. **Sold for £80, M&M Specialist Auctioneers, March.**



■ **Ertl 1/16 farm model issue comprising International 600 Diesel.** Looks to be without obvious signs of fault in original box. **Sold for £28, M&M Specialist Auctioneers, March.**



■ **Farm model issue comprising 1/16 Massey Ferguson 165 Mk1 by G & M farm models.** Looks to be complete without obvious signs of fault. **Sold for £100, M&M Specialist Auctioneers, March.**



■ **Farm model issue comprising 1/16 Ferguson TEF Diesel by G & M farm models.** Looks to be complete without obvious signs of fault with display case. **Sold for £95, M&M Specialist Auctioneers, March.**



■ **Universal Hobbies diecast issue comprising 1/18 Landrover Defender 90 Station Wagon,** dark blue/silver. Excellent never been opened, in original box. **Sold for £65, M&M Specialist Auctioneers, March.**



■ **Universal Hobbies diecast issue comprising 1/18 Landrover Defender 110 Station Wagon UK Police.** Excellent never been opened, in original box. **Sold for £80, M&M Specialist Auctioneers, March.**



■ **Universal Hobbies diecast issue comprising 1/18 Landrover Defender 110 Double Cab,** metallic silver. Excellent in original box. **Sold for £70, M&M Specialist Auctioneers, March.**



■ **Universal Hobbies diecast issue comprising 1/18 Landrover Defender 90 Country Hard Top,** bronze green/white. Excellent in original box. **Sold for £70, M&M Specialist Auctioneers, March.**



■ **Ertl 1/16 farm model issue comprising Case IH Steiger 620 Quadtrac.** Looks to be without obvious signs of fault in original box. **Sold for £120, M&M Specialist Auctioneers, March.**



■ **Dinky Toys 232 Alfa Romeo Racing Car,** red body, red rigid hubs with grey tyres, silver trim, white racing No.8 and figure driver. Excellent in fair to good but grubby box. **Sold for £25, Vectis Auctions, April.**



■ **Dinky Toys 23J HWM Racing Car,** pale green, mid-green ridged hubs with black treaded tyres, silver trim, yellow racing number 7, figure driver. Excellent to excellent plus in fair to (tape repaired) grubby box. **Sold for £30, Vectis Auctions, April.**



■ **Dinky Toys 233 Cooper Bristol Racing Car**, green body, silver trim and front grille, white racing No. 6 and harder-to-find red plastic hubs with grey treaded tyres. Condition is good plus to excellent still a nice example in fair to good box. **Sold for £35, Vectis Auctions, April.**



■ **Dinky Toys 231 Maserati Racing Car**, red body, red plastic hubs with grey treaded tyres, white racing number 9, flash and figure driver, silver trim. Condition is generally good plus to excellent (minor paint chips and decal loss) in good but grubby box. **Sold for £40, Vectis Auctions, April.**



■ **Dinky Toys 230 (23K) Talbot Lago Racing Car**, mid-blue including rigid hubs with grey treaded tyres, silver trim, yellow racing Number 4, figure driver. Condition is excellent to excellent plus (minor paint chips and factory flaws) in good to good plus but marked box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 109 Austin Healey Sports Car**, yellow body, mid blue rigid hubs and interior with figure, silver trim. Condition is generally excellent to excellent plus nice bright example (minor paint chips and minor decal loss) in good but grubby and creased box. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 110 Aston Martin DB3 Sports**, grey body, mid-blue interior and rigid hubs with black smooth tyres, figure driver, silver trim and racing Number 20. Condition is generally excellent (minor paint chips and discolouring to decals) in good plus but grubby and slightly creased box. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 110 Aston Martin DB3 Sports**, green body, red interior, red rigid hubs with black smooth tyres, figure driver, silver trim and racing number 22. Condition is excellent plus to near mint in fair to good but grubby box with incorrect colour spot. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 111 Triumph TR2 Sports Car**, peach body, mid-blue interior and rigid hubs with black smooth tyres, figure driver, silver trim and racing number 29. Condition is excellent to near mint still a nice example (paint chips mainly to raised edges) in fair to good box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 111 Triumph TR2 Sports**, turquoise body, red rigid hubs with black smooth tyres, red interior with figure, silver trim and racing number 25. Condition is generally good plus to excellent (paint chips mainly to raised edges, decal loss) in good plus but grubby box with correct colour spot. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 107 Sunbeam Alpine Sports Car**, light blue, pale cream interior with figure driver, silver trim, light beige rigid hubs with black smooth tyres, racing number 26. Condition is good plus to excellent in good to good plus but grubby box with correct colour spot. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 133 Cunningham C5R Racer**, off white body with blue stripes and racing number 31, tan interior with light blue figure driver, blue ridged hubs with black smooth tyres. Condition is good plus to excellent in good plus to excellent but slightly grubby and creased box. **Sold for £50, Vectis Auctions, April.**



■ **Dinky Toys 114 Triumph Spitfire Sports Car**, red body, cream interior with figure driver, silver trim, chrome spun hubs and black treaded tyres. Condition is excellent plus to near mint (minor factory paint flaws and marks) in fair to good but grubby box complete with packing ring. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 113 MGB Sports Car**, off-white body, red interior with figure driver, silver trim, chrome spun hubs with black treaded tyres. Condition is generally excellent (minor marks) in fair to good box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 112 Austin Healey Sprite**, red body, cream interior, silver trim, chrome spun hubs with black treaded tyres. Condition is excellent plus to near mint (factory paint flaws and minor paint chips) in good to good plus but grubby and creased box. **Sold for £45, Vectis Auctions, April.**



■ **Dinky Toys 194 Bentley Coupe Convertible**, light grey body with tan folded hood, red interior with driver, chrome spun hubs with black treaded tyres. Condition is near mint (minor paint chips mainly around wheel arches) in good to good plus but grubby and crushed box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 132 Packard Convertible**, green body, red interior with figure driver, silver trim, chrome spun hubs with black treaded tyres (hard to find example). Condition is excellent to excellent plus still a bright example in fair to good but grubby and crushed box with correct colour spot. **Sold for £70, Vectis Auctions, April.**



■ **Dinky Toys 132 Packard Tourer**, light tan body, red interior, red rigid hubs with black smooth tyres, silver trim and figure driver. Condition is excellent plus to near mint (minor paint chips) in good to good plus but grubby and creased box with correct colour spot. **Sold for £60, Vectis Auctions, April.**



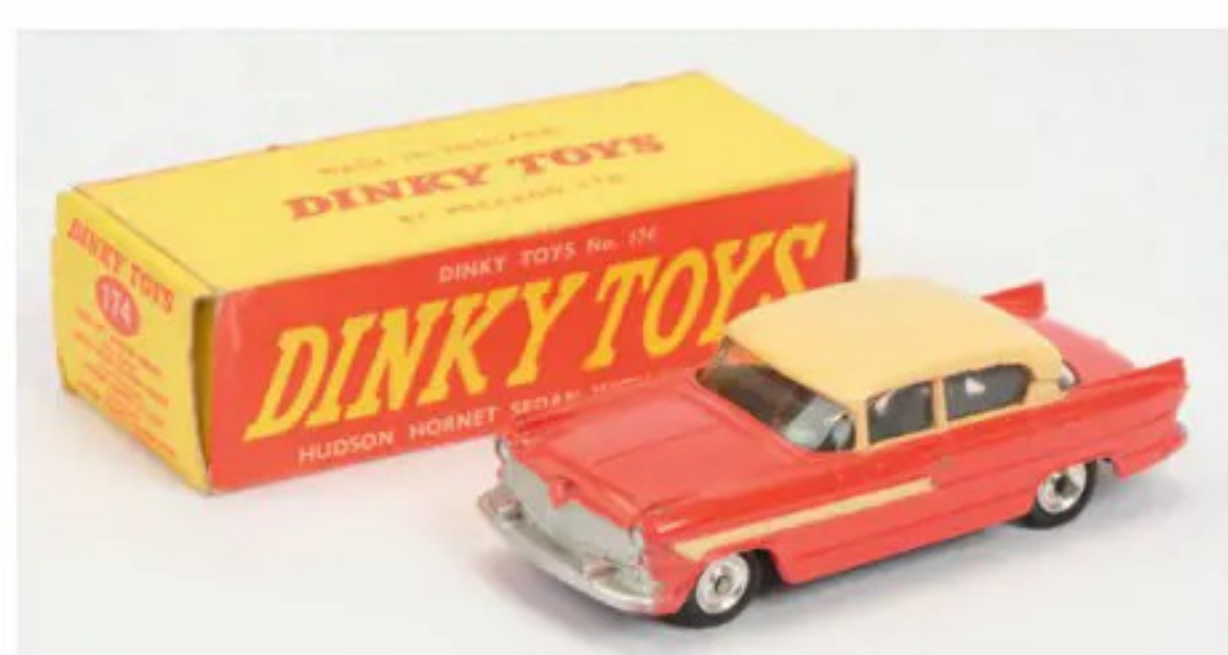
■ **Dinky Toys 131 Cadillac Tourer**, peach body, grey interior with figure driver, silver trim, with harder to find chrome spun hubs with black treaded tyres. Condition is excellent plus to near mint lovely bright example (minor paint chips) in good plus but grubby and slightly creased box with correct colour spot. **Sold for £100, Vectis Auctions, April.**



■ **Dinky Toys 171 Hudson Commodore Sedan**, highline two-tone grey, mid blue including rigid hubs with black smooth tyres, silver trim. Condition is generally excellent (some minor paint chips) in fair to good but grubby and creased box with correct colour spot. **Sold for £80, Vectis Auctions, April.**



■ **Dinky Toys 171 Hudson Commodore Sedan**, highline, red over pale turquoise, red ridged hubs with black treaded tyres, silver trim. Condition is excellent to excellent plus (minor paint chips and paint flaws) in fair to good but grubby box with correct colour spot. **Sold for £340, Vectis Auctions, April.**



■ **Dinky 174 Hudson Hornet Sedan**, red, cream including side flashes, silver trim, chrome spun hubs with black smooth hubs (flat spots/damage to tyres). Condition is good plus to excellent (flat spots and paint chips) in good to good plus plain yellow and red box. **Sold for £60, Vectis Auctions, April.**



■ **Dinky Toys 172 Studebaker Land Cruiser**, two-tone tan and cream, light beige rigid hubs with black treaded tyres, silver trim. Excellent plus in good plus but slightly grubby box with correct colour spot. **Sold for £80, Vectis Auctions, April.**



■ **Dinky Toys 178 Plymouth Plaza**, two-tone blue and white (harder variation to find), silver trim, chrome spun hubs with black treaded tyres. Generally excellent in generally excellent box with minor creases and marks, incorrect colour spot. **Sold for £160, Vectis Auctions, April.**



■ **Dinky Toys 148 (South African Issue) Ford Fairlane**, heather-grey (light bluish-grey) body, off-white interior, silver trim, chrome spun hubs with white treaded tyres. Excellent to excellent plus (minor paint chips and marks to tyres) in generally good plus but slightly crushed and grubby box. **Sold for £1400, Vectis Auctions, April.**



■ **Corgi Toys "The Great Book of Corgi"** (1st issue), this hardback issue which covers Corgi Toys from 1956-1983 is generally excellent plus to near mint complete with correct issue two-tone Routemaster bus and pocket book. Near mint in a good carded presentation box. With original outer mailer. **Sold for £90, Vectis Auctions, April.**



■ **Corgi Toys 1110 Bedford Type S Petrol Tanker "Mobilgas"**, red cab and tanker, silver trim, gantry and filler caps, spun hubs. Condition is generally excellent (minor paint chips, marks to left side Tanker decals) in fair to good box. **Sold for £60, Vectis Auctions, April.**



■ **Corgi Toys 372 Lancia Fulvia Sport Zagato**, orange body, black interior and bonnet, chrome trim, Whizzwheels. Condition is near mint (couple of very minor marks possibly from factory) in good to good plus window box (window is grubby and would benefit from a clean). **Sold for £70, Vectis Auctions, April.**



■ **Corgi Juniors 2521 James Bond Moonraker 2-piece Set**, comprising Space Shuttle and "Drax" Jet Ranger Helicopter - white, yellow blades, base and rotor. Condition is mint on good plus blister card (bubble has partly case loose from card). **Sold for £60, Vectis Auctions, April.**



■ **Corgi Toys 930 James Bond Drax Helicopter taken from the film "Moonraker"**, white including rear rotor, yellow including blades - comes with some missiles attached to sprue. Excellent plus to near mint in fair to good window box. **Sold for £60, Vectis Auctions, April.**



■ **Corgi Juniors 3115 Cartoon Characters Set**, comprising of Olive Oyl, Popeye, Woody Woodpecker, Tom and Jerry. Condition is near mint in good plus box. **Sold for £70, Vectis Auctions, April.**



■ **Corgi Toys Major 1126 Ecurie Ecosse Racing Car transporter**, steel blue with silver ramp and platforms, tan interior, red side lettering spun hubs. Condition is good to excellent (marks, paint chips and poor factory casting finish) in fair to good box complete with insert sleeve. **Sold for £130, Vectis Auctions, April.**



■ **Corgi Toys 497 The Man From Uncle Thrushbuster**, blue body, silver trim, cast hubs and lamps. Condition is good plus still a nice example in good box with good plus to excellent inner stand (missing ring). **Sold for £90, Vectis Auctions, April.**



■ **Corgi Toys 267 Batman Batmobile**, gloss black body. red bat hubs, blue windows with "Batman & Robin" figures, aerial. Condition is good plus still a nice example in fair box (one end flap detached but present with good plus inner stand complete with instructions and unused missiles). **Sold for £140, Vectis Auctions, April.**



■ **Joe's Car (Gerry Anderson's Joe 90) by Dinky Toys No.102**, in original box and packaging. **Sold for £120, Littleton Auctions, April.**



■ **SHADO 2 Mobile by Dinky Toys No.353**, from Gerry Anderson's UFO TV Series in original box. **Sold for £90, Littleton Auctions, April.**



■ **UFO Interceptor by Dinky Toys No.351**, from Gerry Anderson's TV series UFO in original box and packaging. **Sold for £140, Littleton Auctions, April.**



■ **Corgi L/E Aero Vulcan B2 XH558**, scale 1/144, in very good presentation box. **Sold for £40, Littleton Auctions, April.**



■ **Corgi L/E Heavy Haulage Sunter Bros**, scale 1/50, in very good presentation box. **Sold for £45, Littleton Auctions, April.**



■ **A Corgi Toys Cooper-Maserati F1 racing car**, with driver controlled steering, detailed engine, boxed, number 159. **Sold for £30, Arthur Johnson & Sons Auctioneers, April.**



■ **Corgi Toys The Beatles Yellow Submarine No.803**, boxed, good condition. **Sold for £360, Arthur Johnson & Sons Auctioneers, April.**



■ **Corgi Toys No.261 James Bond Aston Martin DB5**, boxed, from the film Goldfinger. **Sold for £280, Arthur Johnson & Sons Auctioneers, April.**



■ **Dinky Toys No.492 "Vote for Somebody" Election Mini-Van**, boxed, good condition. **Sold for £110, Arthur Johnson & Sons Auctioneers, April.**



■ **Dinky Toys No.289 Routemaster bus with Schweppes advertising**, boxed, good condition. **Sold for £35, Arthur Johnson & Sons Auctioneers, April.**



■ **Dinky Toys No.225 Lotus F1 car**, boxed, good condition, with original paperwork. **Sold for £30, Arthur Johnson & Sons Auctioneers, April.**



■ **A 1/18 scale model of the 1964 Porsche 901 Sportcoupe by CMC GmbH**. Features exceptional detailing, including an opening front trunk, functional doors, and a fully detailed interior and engine bay. Limited edition, individually numbered out of 5000 pieces. With original box. **Sold for \$350, Lion & Unicorn, April.**



■ **Kyosho 1/18 scale model replicating the classic Porsche 356A Speedster**. With silver exterior, realistic interior, and functioning doors, hood, and trunk. Mounted on a display base, this collectible highlights the elegance of the original design. Includes the original box. **Sold for \$60, Lion & Unicorn, April.**



■ **Limited edition CMC 1935 Audi Front 225 Roadster**. Featuring a striking yellow and black color scheme, this 1/18 scale diecast model captures the elegance of the classic convertible. The model showcases intricate detailing, including a fully functional hood, revealing a detailed engine, and an accurately replicated chassis. It is limited to 4000 pieces worldwide, with this particular example being No. 1732. **Sold for \$190, Lion & Unicorn, April.**



■ **Paragon Models 1/18 scale model of the 1968 Jaguar XJ6 Series 1**, with white exterior and tan interior. Features include opening doors, hood, and trunk, along with intricate interior detailing and a realistic undercarriage. Comes with its original packaging and a certificate of authenticity. **Sold for \$70, Lion & Unicorn, April.**



■ **1/18 scale model of the 1949 Jaguar XK 120**, produced by Signature Models. Red exterior with chrome accents, a detailed engine bay, and an opening hood, doors, and trunk. **Sold for \$70, Lion & Unicorn, April.**

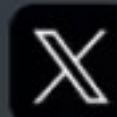


■ **Kyosho 1/18 scale model of the BMW Cabriolet**, featuring a dark green exterior with a tan interior. This premium die-cast replica includes fully functional opening doors, hood, and trunk, along with an intricately replicated engine and undercarriage. Comes in its original Kyosho packaging. **Sold for \$40, Lion & Unicorn, April.**



■ **Danbury Mint 1960 Chevrolet Corvette**, in a striking green and white two-tone finish. Featuring opening doors, hood, and trunk, this limited edition collectible is numbered 1943. Includes realistic interior details, chrome accents, and an accurately recreated engine bay. A must-have for Corvette enthusiasts and classic car collectors. **Sold for \$80, Lion & Unicorn, April.**

Dear Editor

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THEN & NOW LAND ROVER SERIES 1

■ A couple of points from Steve Coles' review of three Land Rover 80" models in the April issue. As noted these all depict very early versions, with the Vanguards portrayal of HUE 166 being the very first production example.

I agree the 1995 Matchbox Collectibles dark green (YYM35054) is an excellent and under-recognised model. However, the caption saying the headlights are incorrect is incorrect. This format of headlights through the mesh grille was used for a short period October 1950 to June 1951 so is accurate, and as far as I know the only 1/43 Landie with this precise permutation. I also agree the Dinky/Matchbox range has a lot to explore with some excellent liveries/variants (eg the fire engine/trailer combos), but also some ludicrous duds where they've flung far too many fixtures on them so they end up looking like clowns' cars.

The range Steve didn't mention was Oxford Diecast, but they're probably not worth much attention in comparison due to a clumsily bodged basic casting. Vanguards later replicated many same/similar liveries to much better effect. Oxford did two open-top "buggies" in plain green and yellow AA liveries which I quite liked and the pair of near-identical Tickford estates are charming and unique off-shoots but the others are expendable.

Vanguards issued another permutation of HUE 166 in the excellent First and Last 80" 2-part set (LR3002) which has small differences. He mentions the exhaust on his Vanguards as the only one of his trio exiting behind the rear wheel; the LR3002 version has it exiting on the nearside. However, paradoxically, both are correct as HUE 166 has been reconditioned several times during its near-continuous factory and now Gaydon ownership, so this reflects different phases during its life. Apparently one "restoration" back in the day by Rover apprentices caused several anomalies which have since been remedied.

Finally, if Steve wants the absolute best 1/43 early 80", he could try to find the Century Dragon resin HUE 166 issued a few years ago but it'll cost a big pile of pennies now and might need a patient search before one pops up; however it was also available as a Jaguar Land Rover dealership promo so there should be one somewhere.

I reviewed all the 1/43 80's I could find over three *Diecast Collector* articles (June 2018, July and August 2022) and a one-page update in November 2022 if he wants to explore all the rabbit holes, and I'm not aware of any newer releases.

David Lynn, email



SIMPLY MAGNIFICENT

■ I was enjoying reading David Lynn's article about the Rover P5 (*Diecast Collector*, April 2025) until I read the paragraph about the Prime Ministerial fleet.

I was shocked by his anti-Conservative rant aimed particularly at our last great Prime Minister – Margaret Thatcher (I can only assume the Editor shares his views by allowing it into print). If I want to read Far Left bilge then I will buy *Private Eye* or something similar but I feel such content should not stain the pages of *Diecast Collector*.

Phil Goodrich, by email

ED We allow all of our contributors to have their own opinions, and wouldn't censor the features which appear in the magazine (regardless of where the Editor sits in the political landscape).

IT'S IN THE POST!

■ **FIRST** of all, your magazine is getting better and better, nice one! Now it's moan time...postal model sales. They get worse and worse. Damaged boxes spoil the fun of receiving the goods. As a 'mint box' collector I feel as though the end is near for me ordering by post. I paid £100 for a truck with 2 Bubble cars, ordered from British Heritage Models, and the left flap was torn. Why don't they put cardboard at the sides? Plastic poppers aren't enough. I have swapped models all over the world (even Russia) so please put cardboard in – cereal packets, paper tissues, boxes etc.

Donald Vickers, Leeds

ED Thank you for your letters and we are sorry to hear that your models didn't arrive as expected. We contacted British Heritage Models and gave them the right to reply. They said: "The models were brand new, sealed in a box from the manufacturer. It was also carefully wrapped in bubble wrap and posted in a sturdy, cardboard box". As a third party magazine, we cannot take any responsibility for how other companies operate. We would suggest that any grievances are taken up directly with the businesses, or customer service teams, involved.

EMAIL YOUR LETTERS AND QUESTIONS TO CATHY AT:
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OR WRITE TO US: The Editor, *Diecast Collector*, Warners Group Publications plc, The Maltings, West Street, Bourne, Lincs, PE10 9PH.



TOYFAIR TIMES

FAIRS

3 MAY

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

10 MAY

- **Oxford**, Richard Atkins 01869 347489

11 MAY

- **Walsall Wood**, Transtar Promotions, 01922 643385
- **Llangollen**, Jackson & Jackson Events, 07967 681080

18 MAY

- **Lincoln**, J & J Fairs, 01522 880383
- **Windsor**, Maidenhead Static Model Club, 07895 581631

24 MAY

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

25 MAY

- **Spalding**, J & J Fairs, 01522 880383
- **Ashington**, David Parsons, 07742 609865

31 MAY

- **York**, Jim Corr, 07504 035955

1 JUNE

- **Haydock Park**, Tony Oakes 01270 652773/07825 631323

AUCTIONS

2 MAY

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

4 MAY

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

6 MAY

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

7 MAY

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

12 MAY

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

19 MAY

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

21 MAY

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

27 MAY

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

29 MAY

- **Online** - Morphy Auctions, info@morphyauctions.com

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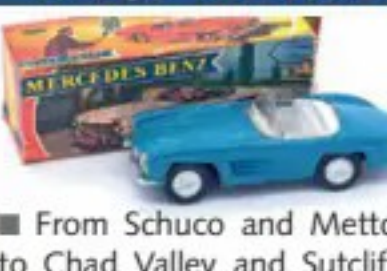
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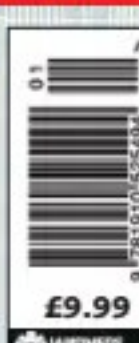


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TOY TALES

Ed Karswell ponders the wonderful world of model collecting.

A realistic representation?

The comparison between models and their real-life counterparts is a given, but not always in a way one would expect. Add collectors and the passage of time into the mix and things start to get interesting. For example, let's take one of Matchbox Toys' most famous 1-75 models, namely the No.31b Vauxhall Cresta. The Cresta is well known for its myriad attractive, and sometimes scarce, variations that regularly light up the auctions. In fact, it's so famous it has practically passed into Matchbox collecting folklore. I wonder though, how many American collectors have seen a real PA Cresta? Or for that matter, how many UK collectors have ever seen one in the flesh of the type modelled by Lesney? Although the toy was a handsome and long-lived beast the real thing proved to be a lot less durable with many PA's succumbing to terminal corrosion only a few years after leaving the factory. This makes even the rarest models ubiquitous by comparison!

Now, Tri-ang's Spot-on range is already well-known for including some rare marques among their ranks. One of these, released in 1959, was the No.101 Armstrong Siddeley Sapphire. The Sapphire was a stylish car but sadly for all concerned car production at Armstrong Siddeley ceased in 1960. Although it's a popular model with collectors, when did you last (or ever) see a real one on the road? So, whilst the model can still be readily had you may have a real job on your hands finding the real thing.

One of my favourites is the Corgi Chrysler Ghia L64, No.241. Although Corgi must have sold thousands, and there must be one in every Corgi collection, does anyone know what it is? Well, in short, it was a collaboration between Chrysler and the Italian coachbuilders, Ghia. It was ludicrously expensive, and the likes of Frank Sinatra and Lucille Ball were among their customers. Only around 26 examples

were built so the likelihood of seeing one at your local fete is slim. However, you've got to admire Corgi for having the sheer *chutzpa* for making it in the first place.

Whilst we're speaking of Chryslers it would be rude not to include one of the most modelled sales failures of all time. The Chrysler Airflow, introduced in 1931, was an art deco masterpiece and so thought a myriad toy makers including Dinky Toys. Dinky released their Chrysler Airflow in 1935 and re-released it for a short time after the war. Back in the early days of collecting the Dinky Airflow was considered hot property, with its perceived rarity giving it a healthy price premium over its contemporaries. In truth it wasn't really that rare, at least not compared to the real car. Airflows, whilst rare cars in the

Time for another Matchbox and one from their slightly mad period of the early 1970s. The model in question is No.75c, the Alfa Carabo, which although looking like a door wedge, fired the imaginations of us kids. Everyone seemed to have one in their toy box, and I even asked my dad if we could buy a real one. Now, this really would have been a tall order as it was only built as a styling exercise by Bertone and was not destined for production. Also, the real thing was painted metallic green rather than Matchbox's funky mauve and yellow. Nevertheless, Matchbox collectors would be the only people who could identify it should one turn up in Tesco's car park.

The last word, if there is one, has to go to who else but Tri-ang Spot-on. Its choice of No The Meadows Frisky Sport looks

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States, where barely seen in the UK. Thank God Dinky carried the torch!

Talking of carrying torches, one must of course mention Morestone and their famous Wolseley 6/80 police car, which they released in two sizes no less! With television shows such as *Scotland Yard* and numerous film appearances it's become an unlikely part of British pop culture. Its easy to forget that it is now over 60 years ago that they were last used in active service. Budgie re-issued the Wolseley in the 1960s and there was even a small revival in the 1980s. Small wonder then that the model is ubiquitous, and most toy fairs will yield at least a few examples. As for the real car, well it's certainly not a common beast but at least it's just as impressive in the flesh as it appears on screen.

truly baffling today. In retrospect though it's understandable. After the Suez crisis small economy cars became very popular in the UK and became a relatively common sight. Meadows were a supplier of automotive, air and marine engines so it wasn't a giant leap for them to develop a small vehicle. So, the Meadows Frisky Sport was born. The 'bubble' car craze as it was sometimes called was short, so within a few years most had disappeared off the roads.

Matchbox Superfasts probably caused more angst than anything else. After the Carabo re-buff I then asked my dad if we could buy a real 'Tyre Fryer' which was No.42 in the range. He dismissed it as not being a real car, which after searching the roads of Tewkesbury for months on end, I had to concur with. ■

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