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An exclusive interview with
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Squadron RAF, in review

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Makers, memories, and momentum

EDITOR'S COLUMN



Global toy fair highlights, restoration projects, and new models across cars, buses, aircraft, trains, boats, and more.

Hello, Collectors. After months of dark mornings, damp weekends and scraping frost off the windscreen, it's a relief to see a bit of blue sky again! The endless grey seems to have finally eased, and those longer evenings make a real difference. Suddenly car boot sales feel a lot more appealing when they're not a wet mud-fest, and heading out to the garage to dig out a few forgotten treasures, or finally start that renovation project, is actually possible now that you can feel your fingers again! If you've been putting any projects off, hopefully the change in weather has given you that extra spring in your step to give it a go.

So, on to the May issue. One of the things we're most excited about this month is the launch of our brand-new *Meet the Makers* series. Keith kicks things off with Impact Model Cars, sitting down with founders Jez and Nicole to talk about how it all began and where they're heading next. It's always fascinating to hear what goes on behind the scenes and to be reminded that the models we collect start with real people, real risks and real passion.

Our Restoration Series continues

too, as Ian reaches the satisfying stage of adding paint to his Dinky Alfa Romeo. Our designer Mike seems to have been inspired by Ian's articles and attempts to revive a rather battered Superfast Londoner. It's proof that sometimes the best part of collecting isn't buying, it's bringing something back to life. If you've also been inspired to give restoration a go, let us know.

From paintbrushes to planes, Jarrod looks skywards with a striking 1:48 Bristol F.2b Fighter, while Steve's *Little and Large* explores a wartime Daimler bus that kept Britain moving during the 1940s.

On a global scale, Alex reports from the 75th anniversary Spielwarenmesse in Nuremberg, where over 2,300 exhibitors showcased more than a million products. It's a reminder that while many of us collect the past, the hobby itself is always moving forward.

Over in *Collectors Gazette*, Richard concludes his look at Super 8 movies, George dives into LEGO's modular builds, and Ann and Rob head to a Barry Potter Toy Collectors' Fair to see what treasures are changing hands.

If you've got a collection you'd like to share, a restoration project you're proud of, or you're part of a club you'd like to tell us about, feel free to email us at CollectingEditorial@warnersgroup.co.uk. We always enjoy hearing what's happening in your corner of the hobby.

Happy collecting,
Luke, Amelia, Mike

DIECAST COLLECTOR

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NEWS

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AMERICAN COLLECTION BRINGS IN OVER \$1.6M

AN early German hand-painted musical carousel was sold for \$120,000 alongside a circa 1912-1915 Marklin Series II clockwork-driven model of the Battleship Brooklyn which achieved \$90,000 at Bertoia's auction of the Martin and Deborah Maloy Collection, held in December 2025.

The Maloy family collection was gathered over a period of 60 years and grew to become a world class assemblage of European tin toys, autos and boats, biscuit tins, Marklin and other rare European trains. The 400-lot collection totaled to more than \$1.6 million.

The originally mentioned musical carousel was the overall top lot of the auction. It had ornate railings, decorative lamp globe, and the original striped canopy. The carousel revolved and a music box played from the base. It was a museum quality item and a masterpiece of toymaking. ■



HORNBY SELLS SCALEXTRIC FOR £20M

HORNBY has sold its iconic slot car racing brand Scalextric for £20m, ending nearly six decades of ownership. The Kent-based hobby firm, which has owned Scalextric since 1968, confirmed that the business and its intellectual property rights have been sold to Purbeck Capital Partners. The proceeds will be used to reduce debt and support investment across Hornby's remaining brands, including Airfix and Corgi.

Scalextric was originally invented by Fred Francis, with the first sets produced in Hampshire in 1956. For generations, the brand has been a staple of British living rooms, combining model-making detail with competitive racing fun. Purbeck Capital Partners is led by Mark Brown, former chief executive of US drinks group Sazerac. The acquisition marks the first investment by Brown's family office. He has established a new company, Scalextric Motorsports, to house the brand and oversee its next phase.

Brown said he sees strong long-term potential in Scalextric as a family-owned business, with opportunities to expand into new areas of motorsport while continuing to promote hands-on, screen-free play. Hornby, founded in 1901 and maker of its first model train in 1920, said it will continue to support Scalextric operationally through its existing infrastructure as the transition takes place. The deal represents a significant moment for one of Britain's most recognisable hobby brands, as Scalextric prepares to race into a new chapter. ■

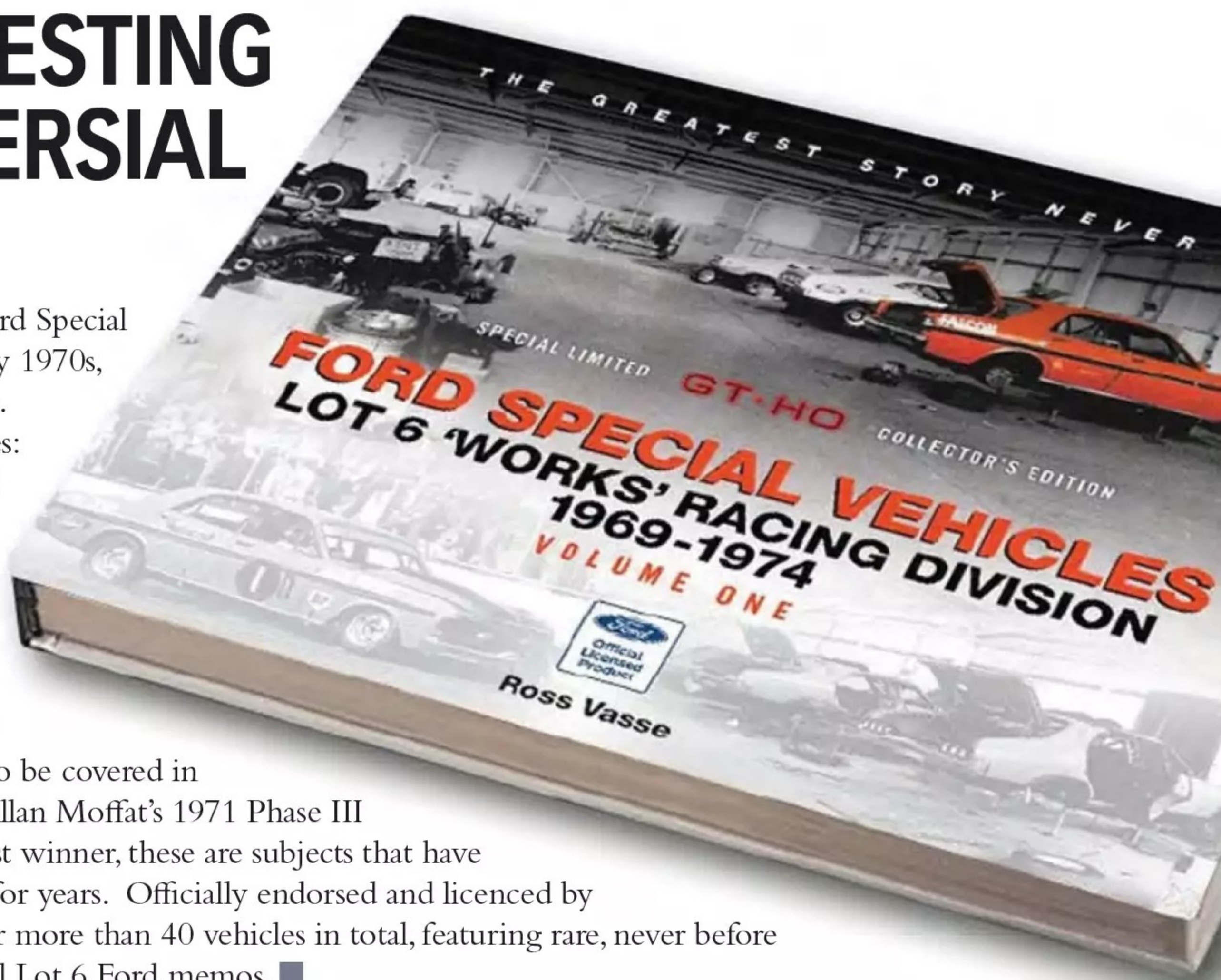
NEW BOOK PROMISES TO EXPLORE INTERESTING AND CONTROVERSIAL RACING TOPICS

THE inner workings of 'Lot 6', the 'works' Ford Special Vehicles racing team of the late 1960s and early 1970s, is being celebrated in a new two volume book.

The book will be titled 'Ford Special Vehicles: Lot 6 'Works' Racing Division 1969-1974' and is written by Ford expert historian Ross Vasse.

It will discuss the facility at Lot 6, Mahoneys Road, situated in the northern Melbourne suburb of Thomastown and how it created some of the most legendary touring cars in Australian motorsport history.

A range of very controversial topics are set to be covered in the book, including what really happened to Allan Moffat's 1971 Phase III Bathurst winner and his 1970 Phase II Bathurst winner, these are subjects that have been hotly debated by Falcon GTHO tragics for years. Officially endorsed and licenced by the Ford Motor Company, the 600 pages cover more than 40 vehicles in total, featuring rare, never before published behind the scenes photos and official Lot 6 Ford memos. ■



MCDONALD'S LAUNCHES FRIENDS HAPPY MEAL WITH SIX COLLECTABLES

IN February, McDonald's launched a limited-edition "Friends Meal" in collaboration with Warner Bros., with many fans calling it the ultimate adult Happy Meal. Customers have the chance to receive one of six exclusive Friends character collectables with their meal. Each stylised figure has a Funko Pop-style look, with the characters holding items linked to memorable moments from the show. The figures cannot be purchased separately, and customers cannot request a specific character. This encourages fans to keep buying the meals in the hope of collecting their favourite, whether that's Monica, Rachel, Phoebe, Joey, Chandler, or Ross. ■



NEWS

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WE are sad to report that Frank Jones of British Heritage Models passed away last week. We spoke with his son Michael, who told us the news was sudden and unexpected.

Frank had been a familiar name to many of our readers through the British Heritage Models adverts that appeared regularly in the magazine.

We worked with him for more than a decade and always enjoyed his enthusiasm for the hobby, as well as his poems. He will be missed by all who knew him.

Our thoughts are with Michael, his family, and everyone connected with British Heritage Models. ■



DR WHO COLLECTABLES DONATED TO CHARITY

A treasure trove of Dr Who collectables has been donated to the Hope House shop in Oswestry, which is expected to raise hundreds of pounds. The collection has been valued in the region of £350, although items are for sale individually between £5 and £20. ■

NEXT MONTH

JUNE 2026
Issue 344



The story behind Thunderbirds

A nostalgic look at the classic TV series, its characters, and the enduring legacy of Gerry and Sylvia Anderson.

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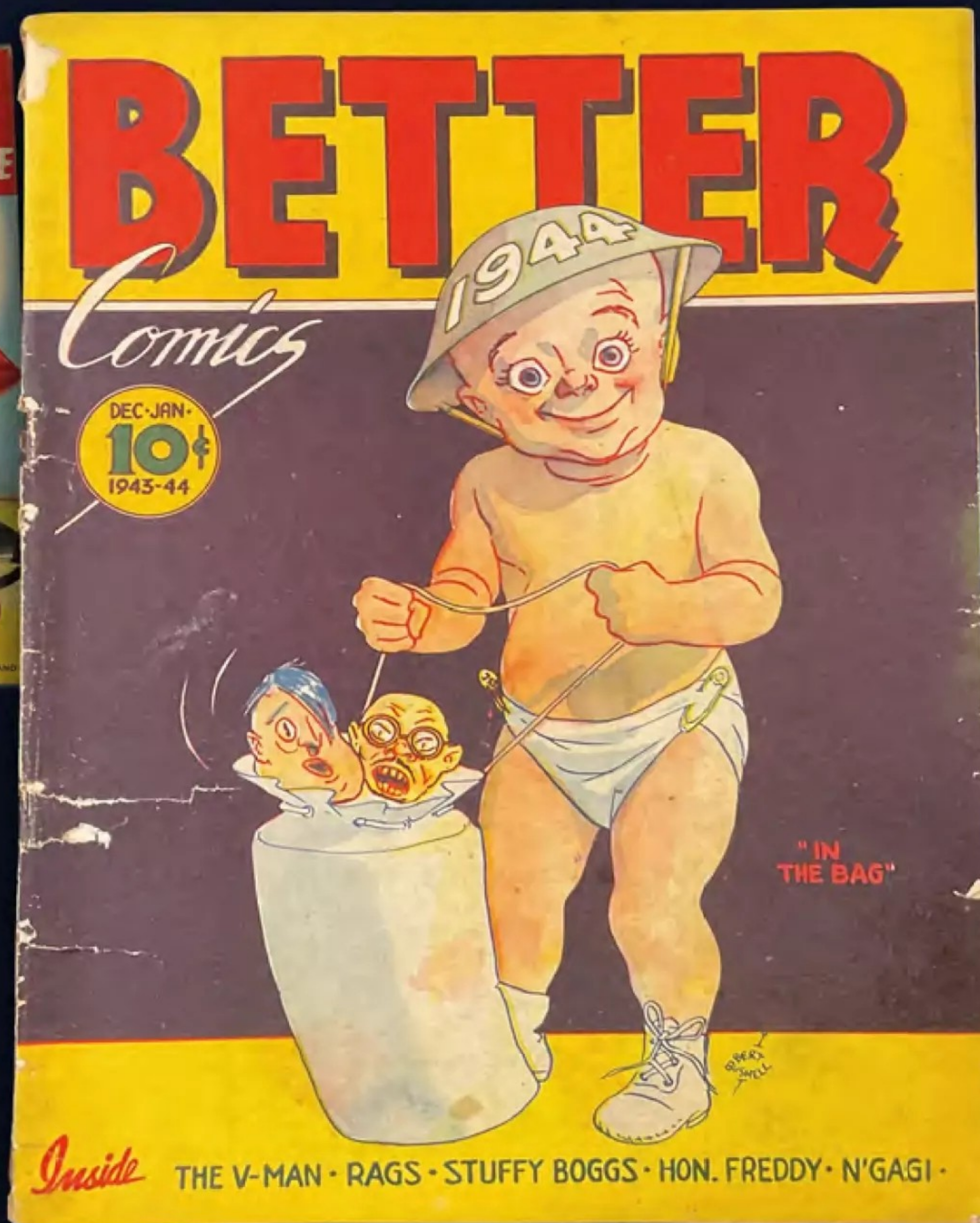
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RECORD COMICS COLLECTION ON SALE AT EXCALIBUR

EXCALIBUR Auctions will offer what is believed to be the largest private collection of British comics ever to come to market when Part I of the Peter Hansen archive goes under the hammer on 14 March.

Built over more than 60 years, the lifetime collection includes thousands of comics, rare free gifts, original artworks, advertising ephemera and licensed toys.

Among the headline lots is a copy of POW! No. 1, published on 21 January 1967, complete with its original and highly sought-after Spider Matic Gun and six Spider Disc bullets still housed in the original press-out card. The issue famously reprinted the first story from Amazing Spider-Man No. 1 for British readers and is estimated at £500–£800. A previous example has realised £1,920 at auction.

Original comic artwork also features strongly. A painted cover for Eagle Holiday Special No. 6 (1988), featuring Dan Dare and created in gouache by Ian Kennedy, carries an estimate of £2,000–£4,000. Kennedy's career spanned titles including Eagle, Commando and 2000 AD.

Another major highlight is original artwork by Frank Bellamy for Eagle Volume 9 No. 47 (1956), titled The Shepherd King, Episode 11, estimated at £2,000–£4,000. Bellamy remains one of the most celebrated British comic artists of the post-war era.

The sale also includes licensed toys, notably a boxed and complete Dan Dare Planet Gun, manufactured by J & L Randall in 1953, estimated at £200–£400. ■





RAILS SELLS STAR WARS SET TO YOUTUBE STAR

RAILS of Sheffield, one of Europe's largest model railway and hobby retailers, recently struck a deal with the world's biggest YouTuber, Mr Beast, who purchased one of the rarest and most expensive Lego Star Wars sets ever made from their Sheffield store.

Rails originally received the set as part of a larger trade-in from a customer at their new Vintage Toys & Trains store, opened in 2024 next door to the original Rails of Sheffield outlet on Chesterfield Road.

The set, No. 10123 "Cloud City", is extremely rare and highly sought after by Lego collectors worldwide. It has sold for upwards of £7,500 in the UK alone. The example sold by Rails was particularly special, as it was in complete mint and sealed condition, with absolutely no box wear. It had to be handled with white gloves by staff and stored in a secure location to preserve its condition.

Rails was contacted by Mr Beast's team, led by James Donaldson, who were keen to use the set in an upcoming project.

The team organised a competition on the Whatnot app, a live-stream shopping platform launched in 2019, where users can buy and sell via online video auctions. In this case, Mr Beast was giving items away. The livestream featured a range of sought-after prizes, including collectables, merchandise and even a Lamborghini. However, one of the items that attracted the most attention was the Lego set supplied by Rails of Sheffield, likely due to its rarity and relevance to the Whatnot

platform, which is frequently used worldwide to auction toys, games and other collectables.

In the video, Jimmy can be heard expressing disbelief, initially assuming the set was worth around \$100 before being told by his team that its actual value was closer to \$15,000. The set was eventually given away to one lucky viewer. ■

1983 LEGO STAR WARS SET TOPS \$50K

THE Jeff Jacob Collection continued its march into the history books on February 4, 2026, as Hake's auctioned Part IV of the Colorado-based consignor's phenomenal trove of Star Wars, GI Joe and other rare and sought-after toys. Chalking up \$844,000, the latest offering boosted the series subtotal so far to a heady \$4.4 million, with the fifth and final instalment of action figures from the stellar collection set to cross the auction block later this year.

The February 4 event was led by a daunting Kenner Star Wars: Return of the Jedi (1983) AT-AT Imperial All Terrain Armoured Transport Vehicle, AFA 85 NM+, with its original pictorial box touting the contents as "One Large Vehicle With Articulated Legs, Opening Side Entrance, Remotely Operated Pulsating, Flashing Laser Cannons And A Head Which Moves Up And Down And Side To Side Via A Lever."

At the time of cataloguing, it was confirmed to be one of only eight examples in an AFA 85 grade, per the current AFA Population Report, with none graded higher. It ambled its way to a jaw-dropping \$50,762 against a pre-sale estimate of \$4,000-\$8,000. ■



Ferrari, Ford and Porsche are just some of the big names associated with sports car racing over the years. But there is one name that carries a particular kind of cool – that of the Edinburgh privateer motor racing team, Ecurie Ecosse.

Founded by David Murray in 1951 alongside his mechanic Wilkie Wilkinson, the team achieved overall victories at Le Mans in 1956, followed by a famous one-two finish in 1957 using Jaguar D-Types. The stable also gave early drives to future greats such as Jim Clark and Jackie Stewart, cementing the Saltire-liveried outfit firmly into motorsport legend. Yet one of the vehicles most closely associated with the team wasn't actually a race car.

Instead, it was the team transporter – a TS3-engined Commer double-deck truck – which became Ecurie Ecosse's rolling headquarters and workshop. Capable of carrying three race cars, with two on the upper deck and one below, it was as practical as it was distinctive. Finished in Scottish Blue metallic paintwork with the team name emblazoned along its flanks, its presence in the paddock was impossible to miss.

Mettoy, never slow to capitalise on a good idea and competing head-to-head with Dinky in the early sixties, introduced its scaled version in 1961. The Corgi Major 1126 Ecurie Ecosse Racing Car Transporter remained in production until 1985, with an impressive run of 145,000 units. The original model featured a working lift ramp and sliding doors, delivering genuine play value alongside its striking appearance.

While the Corgi Model Club (CMC) has traditionally focused on Mettoy's passenger cars, its move into commercial vehicles is a welcome one. This large-scale reissue of the

New model of the month

Keith D'Souza picks a standout new release. This month, he reviews the Ecurie Ecosse.

Corgi
Ecurie Ecosse
Racing Car Transporter

SCALE: 1:48 **PRICE:** £74.99

PRODUCT REF: 1126

corgimodelclub.com

1126 celebrates a famous motorsport name and underlines CMC's commitment to expanding its range. The model captures the original's working features extremely well: track-rod steering is a lovely bit of engineering and works very well, allowing smooth manoeuvring – a little practice and three-point turns are a doddle. The sliding side door reveals a miniature workshop, while the deep blue metallic finish is rich in depth and well applied, set off by crisp yellow team lettering.

The upper deck ramp – slightly fiddly but effective – accommodates two vehicles, with a third housed below, just like the real transporter. You can easily "transport" three CMC models, presenting an opportunity to revisit some older pieces from your collection for display. We tested the CMC MGB and Triumph Herald on the upper deck, and they did not look out of place.

It is an impressive replication of the original, and one that delivers in areas where some CMC castings have occasionally fallen short. While the price may give some collectors pause, the level of craftsmanship and the number of moving parts go a long way towards justifying the cost. As a centrepiece model with genuine presence, this transporter fully deserves the Diecast Collector Model of the month accolade.

And while it was originally built for the racing scene, a little imagination opens up other possibilities. Think Bedford VAL lookalike... then add three Mini models – and you might find yourself thinking: "Hang on a minute lads, I've got a great idea..." ■





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MATRIX
MG Metro Turbo
 1985-1989 (Red)
 SCALE: 1:43 PRICE: £121.99
 PRODUCT NO: MX31305013

A true retro throwback, the turbo-charged Metro features a stiffer suspension, alloy wheels and prominent wheel arch extensions. Its aggressive style was matched by its spirited drive.

diecastlegends.com



MINICHAMPS
Minichamps Red Bull RB21 - 2025 Japanese Grand Prix - Yuki Tsunoda
 SCALE: 1:43 PRICE: £85.99
 PRODUCT NO: P417250322

Straight from the 2025 Grand Prix, Tsunoda entered the race in front of a home crowd. The design commemorates the 60th anniversary of Richie Ginther scoring Honda's first Formula One win.

miniatures-minichamps.com



MINICHAMPS
Minichamps BMW M4 2024 (Red)
 SCALE: 1:18 PRICE: £220.99
 PRODUCT NO: PG110020140

The second iteration of the M4 which received an increase in power, this sleek BMW is a high-performance luxury coupe known for its versatility.

miniatures-minichamps.com



BBURAGO
Fiat 500 2007 (White)
 SCALE: 1:24 PRICE: €16.99
 PRODUCT NO: 18-22106

For all the Fiat 500 fans, this elegant white vehicle is shaped by its iconic 1950s-inspired retro design and reputation as a fun, easy drive.

bburago-shop.com



BBURAGO
Porsche 911 Dakar (Blue & White)
 SCALE: 1:24 PRICE: €24.99
 PRODUCT NO: 18-28029

Complete with off-road detailing, this Porsche 911 is not only a classic, but offers a tribute to the Porsche 953 winner of the 1984 Paris-Dakar.

bburago-shop.com



OXFORD DIECAST
Austin Princess Beatles (Black)
 SCALE: 1:148 PRICE: £7.45
 PRODUCT NO: NAP007

First appearing in the 1950s, the Princess featured a detailed silver finish and a gleaming exterior. This was the preferred method of transport for the Beatles.

oxforddiecast.co.uk

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Happy collecting!



MAISTO
Ford Ranger 2019 (Blue)
 SCALE: 1:27 PRICE: £19.99
 PRODUCT NO: MAI 31521B

A powerful off-roader with a sizable towing capacity, the North American-focused Ford Ranger 2019 is lauded for its updated interior and new approach to technology.

maisto.com

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OXFORD DIECAST
Austin Mini Metro
British School of Motoring (BSM) (Red)

SCALE: 1:76 **PRICE:** £10.95 **PRODUCT NO:** 76MET003

Oxford Diecast revisits a familiar feature of Britain's 1980s streets with this Austin Mini Metro in classic British School of Motoring livery. For many drivers, cars like this were a regular sight in town centres and suburban roads, often prompting a cautious overtake.

The Metro was offered as both a three-door hatchback and five-door variant, with engine options of 1.0L or 1.3L paired to a four-speed manual gearbox. Compact dimensions and front-wheel drive made it well suited to manoeuvres such as three-point turns and parallel parking, contributing to its popularity with instructors and learners alike.

Oxford's 1:76 scale model faithfully reproduces the bright red finish, complete with the distinctive blue and white side flash incorporating the outline map of Great Britain and bold BSM branding. The red roof carries the familiar L Driver beacon, while the boot line features the memorable slogan, "Every seven minutes someone passes with BSM." The interior is moulded in black, and the registration KWC 332Y dates the vehicle to 1982. The BSM continues today under the umbrella of the Automobile Association, but this release captures a particularly recognisable chapter from its past. A strong nostalgic addition for collectors of 1980s British road vehicles.



oxforddiecast.co.uk

OXFORD DIECAST
Land Rover Series III Royal Mail (Red)

SCALE: 1:76 **PRICE:** £10.95 **PRODUCT NO:** 76LR3S008

Oxford Diecast brings back a familiar working vehicle from Britain's recent past with this short wheelbase Land Rover Series III in Royal Mail livery. Previously released in 1:43 scale, the subject now appears in 1:76, carrying over the same distinctive postal specification.

Finished in traditional pillar box red with a contrasting white roof, the model features a black interior and silver exterior trim detailing. The registration MFS 345P dates the vehicle to 1975, while the number plate is centrally mounted within the grille. An additional 'KINGIE' board is fixed to the white front bumper, adding further character to the release.

Compact, rugged and instantly recognisable, the Royal Mail Land Rover became a common sight in rural and hard-to-reach areas across the UK. Oxford's miniature captures that practical working presence well, making it an appealing addition for collectors of postal vehicles, classic utilities or British working classics.



oxforddiecast.co.uk



PRIDE ON PARADE FROM NORTHCORD

National Express West Midlands' Alexander Dennis Enviro400, fleet number 4905 is reproduced by Northcord in a striking Pride livery, carrying the full rainbow wrap and contemporary branding. Pre-production samples are currently being prepared, with manufacture expected from early June 2026. ■

Northcord Model Company

Vehicle: Alexander Dennis Enviro400
National Express West Midlands
Range: ukbus 6200
Scale: 1:76



HERITAGE IN GOLD

This heritage scheme offers a more traditional presentation on the modern Enviro400 tooling. Representing fleet number 6148, production is anticipated from early May 2026. ■

Northcord Model Company

Vehicle: Alexander Dennis Enviro400
West Midlands Heritage Livery
Range: ukbus 6500 **Scale:** 1:76



SELKENT CELEBRATED

This Model Bus Creations release marks 111 years of Catford Garage. The red livery recalls classic Stagecoach London heritage styling, applied here to the Enviro 400 MMC. ■

Model Buses Creations

Vehicle: Alexander Dennis Enviro 400 MMC
in Selkent Envoy livery
Registration: YY18 TMU **Range:** Standard edition



VDM SCALE MODELS
FTF 6x4 heavy tow tractor
'Magnaload'
 SCALE: 1:50 PRICE: €179.00
 PRODUCT NO: 410318

Historic model releases are always welcome, like this FTF heavy tow tractor with fixed ballast box, which has been produced in resin with photo-etch parts to recreate the original specialist vehicle.

<https://store.mammoet.com/>



BRITAINS
JCB 3CX Backhoe Loader
'Millionth Edition'
 SCALE: 1:32 PRICE: £57.50
 PRODUCT NO: 43411

A 'Millionth Edition' release of the 3CX backhoe loader which incorporates a design printed on the bonnet and rear backer, in an all-over yellow finish. The model is limited to 2500 pieces.

www.jcbshop.com



BOMAG
Bomag BF 350 C-5
tracked paver
 SCALE: 1:50 PRICE: €79.50
 PRODUCT NO: WM10334460

The BF 350 C-5 paver has a number of features which include opening doors on the fully enclosed cabin, with a swivelling driver's seat with a folding front hopper and adjustable rear screed.

www.bomag-shop.com



DEVELON
Develon DX230LC-9
tracked excavator
 SCALE: 1:50 PRICE: €189.00
 PRODUCT NO: 16-1038

IMC Models run a number of online merchandise shops, including the Develon range, with the DX230LC-9 the latest to be added to the range. The model has a high metal content.

<https://eu.develonshop.com>



ELIGOR
Case 570V
backhoe loader
 SCALE: 1:50 PRICE: €TBA
 PRODUCT NO: N/A

This new release is available in two versions, the 570V and the 570SV. Detail levels are good, with a replicated cabin interior, steering front axle, working digging and lowering equipment.

www.spiel-modellkistl.de/en



DIECAST MASTERS
Caterpillar D5 LGP VPAT track-type
tractor 'MVO Decoration'
 SCALE: 1:50 PRICE: €140.00
 PRODUCT NO: 19-1005

Martens en Van Oord (MVO) is a Dutch construction company with a wide range of equipment, and they release limited edition replicas like this Cat D5 LGP dozer which has been accurately captured.

www.martensenvanoordwebshop.nl



UNIVERSAL HOBBIES
Kubota KTH4815-2
telescopic handler
 SCALE: 1:32 PRICE: €95.00
 PRODUCT NO: N/A

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<https://shop.kubota-eu.com>



DIECAST MASTERS
Caterpillar D11 track-type tractor
'TKN Design'
 SCALE: 1:87 PRICE: £74.99
 PRODUCT NO: 85777

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www.diecastconstruction.co.uk

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UNIVERSAL HOBBIES
Fendt Ideal 10T Combine

PRICE: £189.00 **SCALE:** 1:32 **PRODUCT NO:** UH6624
Universal Hobbies' all-new Ideal 10T combine features many working features and has good levels of detailing. It's provided with the detachable 12.22m (40ft) wide power flow grain table. This has freely rotating feed auger and reel. There are rams to set the reel height and on the table bed, the power flow belt detail. Working rams are also provided on the feed elevator. Access steps to the driver's platform have realistic handrails and swings between transport and working positions. The cab has good-looking work lights and beacons but the door does

not open. Inside, the well laid out, light tan interior has grey foot pedals, seats, control console and on the left-hand armrest the joystick to steer the combine. There's also a window to the grain tank. Grain tank lids are hinged and inside the tank there's a folding auger. Engine covers are not hinged but the engine access platform has patterned flooring, access ladder and air cleaner details. The unloading auger also swings out and the hinged chaff spreader is supported on two rams. The combine has flexible rubber tracks which turn on freely rotating idlers and a sprung rear axle with steerable wheels. There's a clevis drawbar with pink, red and white warning boards, taillights and a straw spreader detailed.

www accuratediecast.com



REPLICAGRI
Kuhn FC 3115 D Mounted Mower Conditioner

PRICE: £52.15 **SCALE:** 1:32 **PRODUCT NO:** 9401385 (REP294)
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www.kuhn.com



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PRICE: £60.70 **SCALE:** 1:32 **PRODUCT NO:** 9401468
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www.kuhn.com



BRITAINS
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PRICE: £36.99 **SCALE:** 1:32 **PRODUCT NO:** 43428
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www.britainsfarmtoys.co.uk



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PRICE: £36.99 **SCALE:** 1:32 **PRODUCT NO:** 43423
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www.britainsfarmtoys.co.uk

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Photos: João Carlos Oliveira



Rally cars for the road

Between 1987 and 1996, the rules for rallying's top category were called Group A. **Francisco Mota** gathers 1:43 replicas of most of the cars from this period and shows why they gave birth to a golden age of street legal homologation specials.

When the regulations for rallying changed in the early 1980s, three classes were established: Group N for nearly standard cars, Group A for tuned streetcars and Group B for road legal

prototypes produced in 200 examples. Homologation (the official approval to race) depended on the number of road cars produced each year for the two lower classes. For Group N, 5000 examples per year were needed and for Group A, the same quantity of a street

version, very close to the rally car.

If a manufacturer wanted to change several relevant components, it had to produce a new street version for homologation purposes. This gave the enthusiastic driver an incredible choice of performance cars to choose from. Of course, the streetcar was not exactly the same as the Group A version. However, the base was. The best homologation specials had a 2.0 turbo four-cylinder engine and four-wheel drive, with around 200 bhp. This was an incredible opportunity to park on your driveway a piece of extraordinary engineering. The kind



BELOW Three of the early Group A cars, from left: 1987 Acropolis Audi 200 Turbo quattro (Ixo), 1988 Monte Carlo Lancia Delta HF 4WD (Ixo) and 1987 Monte Carlo Ford Sierra XR4x4 (Troféu)

of car that could cover a real road from A to B incredibly quickly. Of course, these homologation specials were not exactly cheap. However, manufacturers had to sell them if they wanted the model to be homologated, so none was extraordinarily expensive. Some of them have increased in value as classic cars today, but that's another story.

"RENTAL CARS"

When the FIA, the organising body, decided during the 1986 season to cancel Group B for the following season, due to several accidents that killed spectators and drivers, they immediately announced Group A would stand up as the new top category. At this time most

of the manufacturers that had supported Group B for several years did not have a 2.0 turbo AWD streetcar on sale. Mazda had, they started their Group A program sooner than most and had their family hatch already competing in 1986, the 323 AWD. Lancia also had presented a street version of their Delta HF 4WD at the end of 1986. Audi had two cars to choose from: the Audi 200 turbo quattro limousine and the much smaller Coupé AWD with a non-turbo engine. They chose the more powerful machine, for the works team and sold the Coupe to privateers.

Peugeot had nothing in their catalogue close to what was needed. So, the team increased the wheelbase of their Group B 205 T16 E2 and went on to win the Paris-Dakar twice. At the same time, the French manufacturer decided to sue the FIA for cancelling Group B, but lost in a French court. Other manufacturers used 2WD cars, lighter and some as powerful as the 4WDs. The 1987 season started with images from the Monte Carlo rally and the cars fighting for grip in the middle of a snowy slope. Everybody was

shocked to see how slow the Group A cars looked, compared with the previous year's "monsters". But this was only the beginning. In rallies with better surfaces, like gravel and tarmac, the best Group A cars started to look good, even if some drivers still called them "rent-a-cars."

LANCIA ORGANISATION

Lancia made the Delta HF 4WD faster since the first event. They've tested the car before the start of the season and had the biggest and best-organised rally team. So, the 1987 Monte Carlo win was no surprise. They won nine events in the season and grabbed the manufacturers' and drivers' titles. Mazda was not fast enough, nor organised enough; Audi didn't enter all the events, like many other teams. However, if you look at all the winners in the season you'll see brands such as Mazda, Audi, BMW and VW, besides Lancia. There was a specific reason for these wins. BMW won the tarmac surface Tour de Corse with a nimble and powerful M3, perfectly adapted for asphalt rallying. Audi won the difficult Safari with their

»» RALLYING IN GROUP A – PART I

big and solid 200 turbo quattro. VW won in the Ivory Coast, where the entry list was poorer because the rally only gave points to the driver's championship. Mazda's victory in Sweden was the result of performance improvements in the car and an inspired drive by 1985 world champion Timo Salonen.

The cars could be much slower, but the interest by manufacturers was not smaller, at least in the beginning, when several thought they could have a chance. There wasn't yet a strict rule about maximum power, but at this state, all cars were under 300 bhp. At least, officially.

VERY COLLECTABLE

As we can see, 1987 was just the start of a period of ten years for the Group A rules, and there were already several different cars competing. For us collectors, this seems like an excellent collection theme that we'll explore in detail for the next two issues of Diecast Collector. One of the best attractions of Group A rules was that the cars were not so expensive to prepare or to run.

All manufacturers sold kits of parts to privateer teams so they could build their own Group A, based on the street legal version. In theory, this gave privateer drivers and teams the same chances to fight for victories as the works drivers. However, professional drivers and teams naturally had an advantage over semi-professionals or good amateurs. In specific rallies, where the terrain knowledge was essential, some privateer drivers got good results over this ten-year period.

We start this theme with the pair of cars Audi Sport had available to choose from. The Audi Coupé Quattro had four-wheel drive but an aspirated engine, while the huge Audi 200 Turbo Quattro had both. Audi Sport chose the big car, but only entered it in selected events, like Monte Carlo, Safari and Acropolis. The model we have here is made by Ixo and reproduces the Acropolis car, the last time an Audi works car was seen rallying.

Proportions are very good in this diecast and suspension, and tyres have gravel specifications, and there are other good details. Headlamps look perfect, side and rear windows have mirror like heat protection screens, there is a fine antenna on the roof and mud flaps for each wheel. Livery comes complete with HB cigarette branding.

The other car is the Audi Coupé Quattro, also sponsored by HB, but without the Audi Sport three stripes, stating this was



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not a works car. It entered Rally Portugal and Troféu made this replica with its usual quality and detail. Very good shape on a car that had no visual changes from the road car, except the taller suspension and gravel white wheels. It features a single mirror on the driver's door, mud flaps all around, roof antenna, and a rear spoiler.

FORD TRIED EVERYTHING

For the second pair, we have two lesser-known cars. The white with red stripes Texaco sponsored Ford Sierra is the XR4x4, a four-wheel drive version with a V6 engine. The team entered one in the Monte Carlo, alongside a Ford Sierra RS Cosworth, with the turbocharged four-cylinder engine and rear wheel drive. The first had grip, but not enough power, the second had plenty of power, but not enough traction. The team kept developing the RS Cosworth. Troféu, as a model maker specialised in vintage rallying, released an XR4x4 replica featuring

the four-door body without the Cosworth rear wing. It has four big spotlights in the front, very nicely reproduced wheel rims and mud flaps. An almost perfect model, shame the original car is not very inspiring. The scale model next to it is a Press model, made by Ixo. It reproduces the front wheel drive Opel Kadett GSI that won the 1988 New Zealand rally. Quite an achievement in a loose gravel terrain. The model looks stunning, both in terms of shape and details. The white rallying wheels are perfect, just like the headlamps and side mirrors. Livery is very simple and misses the Rothmans logos over the door numbers and on the rally plates.

For the next pair we have the white and blue Mazda 323 GTX and the Martini Lancia Delta HF 4WD. The Japanese car is the 1991 version that entered the Monte Carlo rally. The scale model is a Press version, released by Altaya and made by Ixo. It has excellent shape and features several

‘All manufacturers sold kits of parts to privateer teams so they could build their own Group A, based on the street legal version. In theory, this gave privateer drivers and teams the same chances to fight for victories as the works drivers.’



details worth mentioning, like the spotlights pod on the bonnet, wide white wheel rims and two air entrances on the roof, to allow fresh air into the cockpit. There's also a neat reflective bar between the rear lights and a roof spoiler. The interior is also fully detailed. It is missing the mud flaps. The Lancia Delta HF WD is the 1988 Monte Carlo winner, the second win in a row for Lancia in Monaco. It still features the first Martini livery and narrow body, well replicated. It features a pair of mud flaps for the rear wheels and a detailed interior. In the front, there's a yellow sump-guard, just like the real cars. Windscreen wipers are too big, and the roof antenna is missing. This shows how old this set of parts is.

A FAIR CHANCE FOR PRIVATEERS

Many privateer teams used Group A cars in this period, that's the case of the following pair, both sponsored by Marlboro, but without the proper logos applied, due to anti-tobacco laws. Carlos Sainz drove the Ford Sierra RS Cosworth to seventh place in the 1987 Tour de Corse. The car was entered by RACE, the Spanish auto club. Mikael Ericsson drove the Lancia Delta

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1. Audi had two options for the 1987 Group A season, the smallish Coupé quattro and the big Limousine Audi 200 Turbo quattro. They chose the second. Models by Troféu and Ixo. 2. Opel/Vauxhall Astra GSI was a reliable Group A car, but it only had front wheel-drive. Ford Sierra Cosworth had 4x4, but a lazy V6 engine. 3. Mazda 323 GTX and Lancia Delta HF 4WD were both 4x4 and had turbo engines, but Mazda never quite made it. 4. Privateer teams had relatively easy access to top tier Group A cars. That was surely the case of Ford Sierra RS Cosworth (Minichamps) and Lancia Delta HF Integrale (Skid). 5. Ford decided to enter a third different model just four years into the Group A era. That was the Sierra RS Cosworth 4x4.

HF Integrale to fourth place in the 1989 Swedish rally, entered by the ASTRA team.

The Ford is a magnificent diecast by Minichamps, it captures the unique shapes of this Ford family car and features excellent details like wide tarmac wheel rims, headlights, mirrors and rear tray wing. Skid, a Vitesse Cinerius brand, made a very good replica of this Integrale HF, with the trademark widened wheel arches, but still with the flat bonnet.

All the matte black parts are very well painted and there's a lot to see inside the cockpit. The last car of Part One of this series "Rallying in Group A" is a 1:43 scale

model we've featured before. It was the last car ever entered by Team Diabolique, the Ford Sierra RS Cosworth 4x4. The third Ford model in the Group A era had the best of the two previous Sierras, the four-cylinder turbocharged engine from the RS Cosworth, four-wheel drive like the XR4x4, and the stiffer sedan body. The car was available to privateer teams since it was ready, which is why Diabolique had its own in 1990. As we said before, this is a code 3 made on an Altaya Press collection example. In Part Two we'll continue this story with more Group A machinery. Do not miss the issue. ■



Devil-in-the-dusk

For this month's aircraft model, we turn the clocks right back to World War One and an impressive Corgi 1:48 scale model as part of the Aviation Archive range. It represents Bristol F.2b Fighter C4636 Devil-in-the-Dusk of 39 Squadron RAF in a night-fighter paint scheme while on Home Defence duties in the summer of 1918. This model commemorates a great aerial victory on the night of 19th/20th May 1918, in which a young pilot shot down a giant Gotha G.V biplane bomber over London.

HISTORY

Along with such machines as the Royal Aircraft Factory SE.5a, Sopwith Pup, Sopwith Triplane and Sopwith Camel, The F.2b was one of the truly great British fighters of World War One. It

Jarrold Cotter looks at a Corgi 1:48 scale Bristol F.2b Fighter, which honours a successful night in the history of 39 Squadron during World War One.

differed significantly from the others listed, though, in that it was a two-seat aircraft with a pilot at the front, armed with a fixed forward-firing Vickers machine gun, and an observer/gunner directly behind, facing rearward, with a rotating Lewis gun mounted on a Scarff ring.

During its early days in combat, a number of F.2bs were easily lost to enemy fighters. It soon became apparent that the fighter wasn't being flown in the correct manner, as the pilots were relying too heavily on the rear gun. Instead, they began to be flown as though it was a single-seat fighter, using the pilot's gun as the primary offensive weapon

and the observer's gun more as defensive armament. This completely changed the F.2b's results in dogfights.

The F.2b became of interest to the Home Defence units attempting to stem the nightly tide of German Zeppelin airships and biplane bomber raiders over southern England. The model aircraft replicated here served with 39 Squadron during the summer of 1918, and on the night of 19th/20th May, was flown by 19-year-old Lieutenant Anthony Arkell on just his 11th Home Defence sortie.

Intercepting a mighty Gotha G.V bomber at 10,000ft over Hainault Forest, Lt Arkell



skilfully positioned his aircraft under the bomber and fired drum after drum of ammunition into its belly. Seemingly having little effect, he remained in position for around 15 minutes, firing 700 rounds of ammunition into the belly of the beast, which finally burst into flames with the pair now just 1,500ft above the ground.

The aircraft crashed in East Ham, becoming the first and only 39 Squadron victory over a Gotha night-raider, and earning Lt Arkell a Military Cross. His aircraft, which was named Devil-in-the-Dusk, sported muted markings developed specifically for night-fighter operations.

THE CORGI MODEL

The new F.2b model from Corgi sports just that drab green paintwork and muted markings. These are missing the white part of the roundels and rudder stripes, which would stand out under lights, and it has a black painted serial number and unit code 'A-6'.

ABOVE On this side view, notice the wood grain effect four-bladed propeller. Note also the bracing wires, which are visible in this view.

It features a rotating propeller, which is in a special wood grain effect. It also includes detailed crew figures and a Scarff ring on the observer's cockpit. The model has a length of 16.2cm, a height of 6cm and a wingspan of 25.2cm.

Perhaps the most stand-out feature of the model are the bracing wires though. These are made of fine wire and are sturdily placed in the relevant areas between the wings. The F.2b's wing sets were mounted above and below the fuselage, and this is replicated on the model. Note that the F.2b is also a 'two-bay' biplane.

Corgi has limited this model to just 800 examples, several hundred less than the normal release number, so perhaps one for the collectors?

At the time of writing, it was still available direct from Corgi and from the usual good stockists, with a retail price of £89.99. ■



Note that in this port side view, the name of the aircraft can be seen in red on the fuselage below the pilot.



The 1:48 scale F.2b model comes supplied with a sturdy stand.



In this view of the model, note how the wings are placed above and below the fuselage and also the 'two-bay' biplane configuration.



Corgi's new model of 1:48 scale Bristol F.2b Fighter C4636 Devil-in-the-Dusk set as though flying a Home Defence night sortie over London. All pictures Corgi.



Bristol F2B Fighter D8096 of the Shuttleworth Collection flying in 2015.

Unless you're a whizz with an airbrush or very handy with a paintbrush, spray cans are likely to be your weapon of choice when it comes to painting. Years ago, it was relatively easy, cellulose was common, and many of the colours available were near matches for many old models. Currently, paint processes have advanced, and the colour palette of modern cars seems to have shrunk somewhat!

SHADE HUNTING

All is not lost, however, as you can buy colour-matched paints for Dinky and Corgi models online. One supplier does them, and they are indeed excellent. Another route is to hunt down old colours from one of the many paint suppliers in the UK. Be careful what you order, though, as they may offer different formulations of the same colour.

Modern cars are painted in a two-pack finish, meaning a flat base coat of colour which is then covered with a clear lacquer topcoat. So, you may get offered a two-pack can, a basecoat or a gloss topcoat mix. The last one is the one to pick. There's acrylic, enamel and everything else in between; if in doubt, ask the supplier. As an aside, proper two-pack painting is highly toxic and should be left to professionals and not for home use.

LAYING IT DOWN

Once you have your bare casting and your paint, you're ready to go. Of course, make sure you have a clean, well-ventilated space. Dust-free, with some localised heating if needed. If it is too damp or cold, you will never achieve a good finish and, in some cases, will have to strip everything back and start again. Now I'm going to say something radical here: I rarely use primer.

I usually give a warm, casting, light-dusting coat from a distance, and very slowly build it up to cover all the detail. Once dry, I then build up the coats slowly, finishing with a loaded top coat for a gloss finish. After a couple of days of drying time, you can remedy any faults, ending with a coat of wax.

'Another route is to hunt down old colours from one of the many paint suppliers in the UK. Be careful what you order, though.'



The Renovation Game: Part Four

This month, **Ian McDermott** puts some paint on the Dinky Alfa Romeo project car.

MASKING UP

For masking up, I employ a combination of low-tack masking tape and blue tack. Don't leave any masking on for too long, or the overspray will harden off, making the masking troublesome to remove. Don't be overly concerned by overspray, as this can be rectified by either cutting back or tidying it up with a fine brush afterwards. T-cut is great for tidying up silver trim over spray as it removes it easily.

Now, there'll be lots of conjecture over technique, but this is what works for me. Much of it is a case of trial and error, but hopefully these articles will go some way to keeping the latter at bay.

Next time, in the May issue, I'll be looking at the devil in the detail. ■



TOP. The freshly painted Dinky Alfa Romeo, starting to come together nicely.

ABOVE RIGHT. There's a myriad of paints and suppliers to choose from.

BELOW RIGHT. Different paint finishes. Rear: Base coat and lacquer. Middle: Brush painted. Foreground: Acrylic gloss.



Driven to collect

Roy Hyndman's journey into Mettoy Corgi collecting proves it's never too late to find your niche, and build a collection that matters.

WHAT GOT YOU INTO SCALE MODEL COLLECTING?

It was a conscious decision when I began collecting in 2024 rather than something accidental. I wanted a hobby I genuinely cared about, one that involved research and discovery, and where the price point felt realistic.

Growing up in the 1970s, toys came and went, but my box of cars was a constant. Most were Matchbox or hand-me-downs, heavily play worn and often repainted — badly. Occasionally I'd spot a Dinky or Corgi at a friend's house, and even then, they felt special. Looking back, it's no surprise



ABOVE This one came from Australia with all chimes working. The ones I've seen in the UK always go out of my budget range.

NOTE: In our April issue, Jonathan Crellin's Insta handle wasn't quite right. You can find Jono on Instagram at [@thewheelcollective](https://www.instagram.com/thewheelcollective)

that diecast cars captured my generation's imagination. Television was full of iconic vehicles — Starsky and Hutch, The Dukes of Hazzard and The A-Team — images that stayed with me and eventually drew me back in.

I've always enjoyed rummaging through auctions and antique shops, so collecting diecast models felt like a natural fit. The first two models I bought were Jaguars, collected in person after an auction, and the moment I held them boxed again reminded me exactly why I started.

WHAT DO YOU COLLECT?

I focus on original boxed Corgi models from the Mettoy era, always aiming for the best condition I can afford. To keep things manageable — and affordable — I've limited myself to the blue and yellow box period from 1959 to 1969. It's a period that really fascinates me: a time of genuine innovation at Corgi, when features such as lights, opening doors, bonnets and boots, and clever working gadgets were being introduced at a remarkable pace. I can only imagine the sense of excitement in

the factory with each new release.

At present, my collection stands at 43 models, and for now I'm happy to keep it tightly focused rather than chasing everything.

WHAT ARE YOUR HINTS AND TIPS ABOUT COLLECTING?

I've bought models from toy fairs, specialist shops, eBay and auctions. Everyone loves a bargain, but that's becoming harder as prices are now so well understood across the hobby.

Even in the relatively short time I've been collecting, I've learnt a few simple lessons. Wherever possible, I prefer to view cars at auction before bidding. In my experience, condition is often better, and seeing a model in person is invaluable. Patience is also key — if a model goes beyond your budget, let it go. Another example will turn up sooner or later.

I've had a couple of poor experiences buying through online marketplaces, which has made me far more cautious than when I started. Scrutinise the photographs carefully and don't be afraid to ask questions before clicking the buy button.

Toy fairs are great fun, offering the chance to meet other enthusiasts and see some excellent models up close, but don't expect to come home with a suitcase full of purchases. Take your time and enjoy the experience for what it is.

WHAT IS THE HOLY GRAIL MISSING FROM YOUR COLLECTION?

The one model that continues to elude me is the Corgi MGA (302). I've missed out on a couple of good examples and I'm trying to resist the temptation to buy one in the earlier blue boxes, as I'd prefer to hold out for the right version at the right price.

I'm also keen to add some of the Monte Carlo Rally cars to my shelves. Looking further ahead, I'd like to expand the collection to include some of the great TV and film cars that first inspired me as a child during the 1970s and 1980s. They're a nostalgic flashback to vivid childhood memories and, I think, would nicely complement and complete the collection. ■

What we reckon

It's never too late to come into the hobby, and Roy's journey is testament to that. Finding a niche and a groove is key — like what you collect, and collect what you like. His measured approach to Mettoy Corgi is admirable, particularly in a hobby where it's easy to fall into a chasm of 'want' with no clear way back. Roy's diecast adventure may only just be starting, but his modest collection already impresses through the quality of the acquisitions, driving both desirability and long-term value. **Keith D'Souza**



Being Sheffield born and bred and with more than a passing interest in anything with an engine and wheels, it seemed only natural that I would develop a keen interest in the public transport of my home city. Before the formation of South Yorkshire Passenger Transport Executive in 1974, Sheffield Corporation were noted for how well they were able to keep their cream and azure blue buses looking clean despite all the smoke that was being emitted from the many steel works Sheffield was so famous for. This month's Little and Large is a pair of models in the colours of Sheffield Corporation and takes the shape of a Daimler CWA6 Utility bus.

The need for new buses during World War Two was problematic due to the rationing of materials (namely steel and aluminium). So-called 'utility' buses were hastily manufactured to meet this need. They were made using poor quality materials to cut costs and consequently did not survive long, with many being scrapped or re-bodied during the 1950s.

Daimler CWA6 Utility Bus

Steve Coles explores a vehicle that kept people mobile during 1940s wartime Britain.

Daimler's CWA6 utilised a modified version of Daimler's 'CO' chassis from the 1930s, albeit made using cast iron in place of the heavily rationed aluminium. The majority of Daimler's Utility buses used the 7.7 litre AEC diesel engine and Daimler's own pre-selector gearbox. Inside, wooden slatted seats were fitted in place of padded ones to save both time and money. The CWA6 was the last of the Utility buses delivered to Sheffield, being supplied to Sheffield in early 1944 and fitted with either Duple or Brush bodywork. Both CWA6 models here utilise the Duple

bodies and are from Corgi; the larger 1:50 released in 1993 as 97827 from the Public Transport range, and the smaller 1:76 one under the Original Omnibus branding as 43909 in 1999.

First off, the overall shape of both buses is good, and they appear near identical. They're both the same shade of cream as is the dark blue used for the bands that run around the buses. Both also include the legal lettering, Sheffield Transport logo and Sheffield coat of arms as well as the fleet number (509A) and have the registration number HWB 309 under the

all-black radiator grille. The blue bands that run around the bus are correct and neatly finished, as is the narrow red stripe under the lower deck's stripe. Details such as the rear number plate and small round tail lights are also present on both buses. Placed side-by-side and you can tell instantly they are the same bus.

There are, however, some notable differences between these two models. Firstly, the windows. Both buses have horizontal bars through some of the side windows on both upper and lower decks to represent those with opening parts. The 1:50 uses metal cast into the body, whereas the smaller 1:76 uses a cream painted line. However, they are on different windows on both buses and looking at photos of the real CWA6 buses, in both cases the models are inaccurate. The driver's cab window is also different on both; the larger one with a horizontal divide and the smaller one with a vertical divide.

Next, there are the wheels; the smaller, and slightly newer, model correctly has red wheels, a feature of Sheffield's buses for many years. The larger bus has been finished with blue wheels. On its own, they don't really stand out as incorrect, being of the same blue as the striping on the bodywork. It is only when placed alongside the smaller model (or with other models of blue and cream Sheffield buses) that it becomes noticeable. The front nearside mud guard is also blue on the larger bus but black on the 1:76 model.

Finally, there is the roof. Yes, the design is the same and correct, but again on the older model it is the wrong colour. Sheffield's utility buses, like many of the buses supplied during World War 2 had a grey roof. Having found a black and white photograph of a CWA6, I suspect Corgi might have used a similar photo for reference when planning their 1:50 bus and just assumed the roof would have been blue, as pre and post war buses retained a cream roof. Whilst the 1:50 scale has fallen out of favour with collectors, I like the weight and detail at this scale. This CWA6 is also only one of two Sheffield buses factory produced at this scale (the other being a Corgi 'Premium' Leyland Leopard).

Despite these minor differences and discrepancies, plus the fact the rear nearside destination blinds have been omitted altogether, they do look really good together as a pair and not only fit very nicely into my collection of Sheffield buses but are the only pair I have of the same bus in two different scales. Who knows, maybe there are 'close to home' models like these two that could well fit into your collection? ■



FACING PAGE The distinctive cream and blue colours of Sheffield Corporation lasted from 1935 right up to 1974 when the Passenger Transport Executive took over the running of the buses.

TOP Corgi's 1993 1:50 release has the roof incorrectly painted blue. The vast majority of utility buses had grey painted roofs.

CENTRE LEFT Rear detailing on both models is almost identical; with rear lights, number plate and fleet number all present.

CENTRE RIGHT The opening windows on both buses are represented; but are different on both models; and in both cases are wrong.

ABOVE This photograph from an old book shows a Duple bodied Daimler CWA6 Utility bus at work in Sheffield. Copyright remains with the original photographer.



No.
69

Superfast 1969-1982

Charting the evolution of the Matchbox Superfast range during the Lesney years.

GRIT SPREADER

Production: 1970-71

Catalogue: 1971

Box Styles: G

The regular wheels colours of red cab/chassis and yellow tipper continued on Grit Spreader when it turned into a Superfast model - and a very nice one it is too.

With the only variations being either four-spoke or five-spoke wheels and the shade of yellow to the tipper, it's a nice easy one to work with.

Still showing as a non-Superfast in the 1970 catalogue, it made its one and only appearance with its new wheels in the 1971 edition.

S-P GUN

Range: Rola-matics

Production: 1977-80

Catalogue: 1977-80

Box Styles: K, L

In 1977, one extra Rola-matic randomly appeared two years after the last example had,

in the form of No 70 S-P (Self-Propelled) Gun. It features tracks rather than wheels but the action is still the same as they drive the gun to move forward and backward to mimic a shooting and recoil action, accompanied by a "click, click" sound.

As the name indicated, it was a powerful cannon that could move under its own steam. Whilst they often had tracks, SP guns were not as heavily armoured as tanks and did not have revolving turrets.

S-P Gun was painted olive drab, with a black gun and wheels. The treads were usually light brown, but black ones have been found. It had a fairly short four-year life in the range, but was revived in 1989 for the Commando line.

DODGE DRAGSTER

Production: 1972-76

Catalogue: 1972-76

Box Styles: H, J

Dodge Dragster is a Dodge Charger converted into a funny car. It has a hinged body that can

be held up by the included red plastic strut, plus a chromed interior, engine and grille. The clear glazing has a cut-out in the centre of the windscreen to allow the blower to stick through. The base is normally painted black, although it can also be found in purple (as shown, above left), green, yellow, pink or tan - this was usually done to use up stocks of discontinued paint. The main body was painted pink, which could range from a pale shade through to a really hot pink. Along each side was a colourful snake decal, although this didn't make for a particularly realistic drag racer.

However, that same year it appeared as an American limited edition, called Hot Smoker, in a very realistic yellow funny car livery. It was later revived for the USA range in 1982 as Orange Peel, in a white and orange colour scheme.

FERRARI

Production: 1981-82

Catalogue: 1981-82

Box Styles: L

This was an excellent model of the famous Italian mid-engined sports car, the Ferrari 308 GTB.

Initially painted an orangey-red, it featured the famous Ferrari prancing horse emblem cast onto the nose. The interior was black plastic, and also formed the grille, rear bumper, engine vents and a styling strip along the sides that separated the upper and lower castings.

Because of problems with matching the colours of the top and bottom halves, the base colour was soon changed to a silver grey. Later on, in 1986, the colour scheme was changed to a red and blue racing livery with "Pioneer" logos. ■

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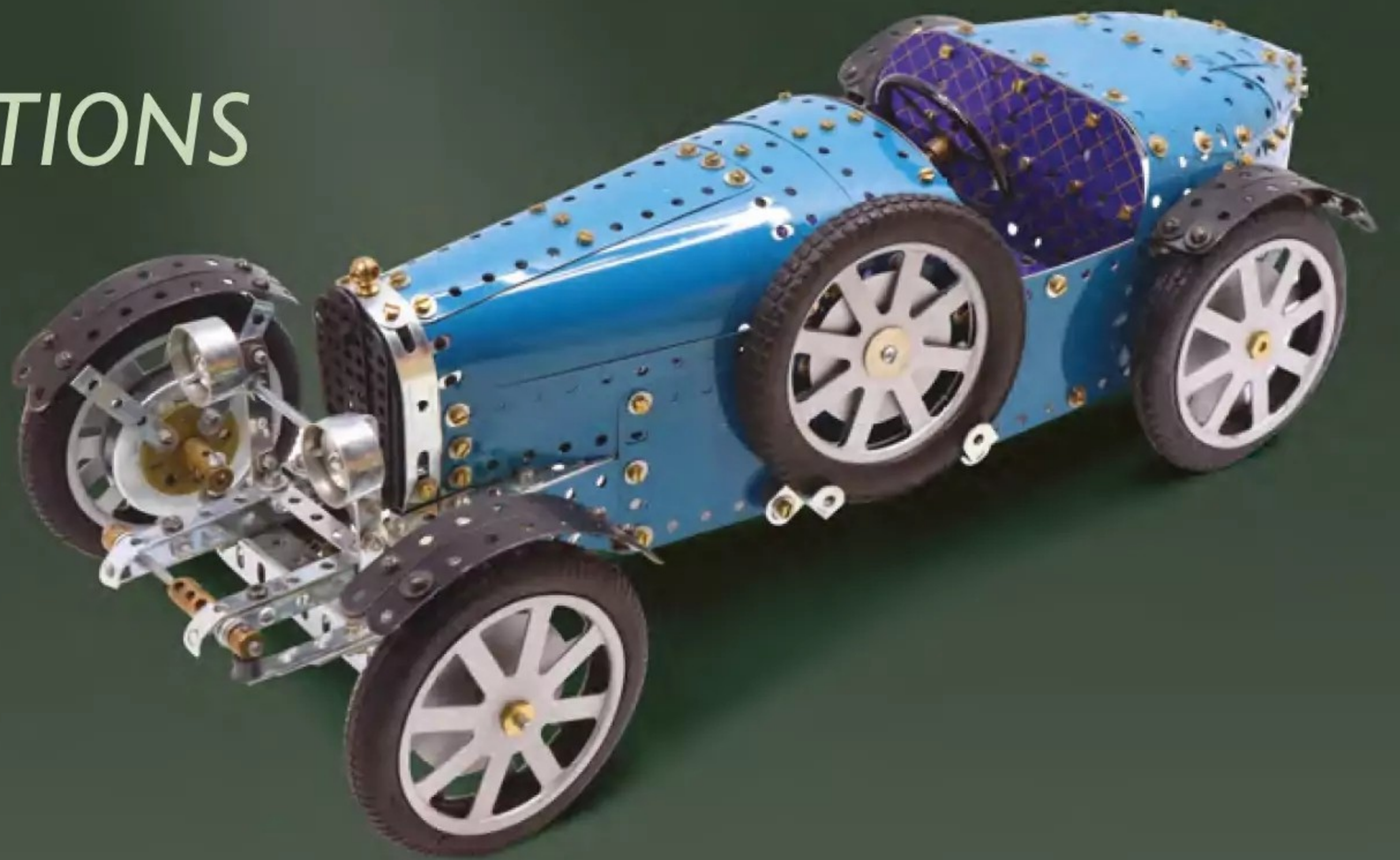
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Spielwarenmesse 2026

From 1:64 innovations to 1:8 showpieces, **Alex Winson** reports from the 75th anniversary Spielwarenmesse in Nuremberg on what collectors can expect in 2026.

With over 2,300 exhibitors showcasing more than one million products, it's safe to say that if you're in the toy industry, Nuremberg's annual Spielwarenmesse is the place to be.

The 2026 toy fair was my first and, despite reports that numbers of diecast brands attending had dropped in previous years, I was no less excited to be travelling to a snow-cloaked Nuremberg for the 75th anniversary event.

With most diecast contained within Halls Six and Seven of the vast Messezentrum complex, I perhaps naively expected my two days would be ample time to explore. I more than had my work cut out keeping pace with everything happening.

Once I had squeezed through crowds and stands showcasing everything from crayons to drones, I found a haven of established diecast brands and model makers joined by a growing number of newcomers from China.

ABOVE Kyosho's incredible Ferrari F40 in 1:12 scale, complete with Schedoni luggage.

1:64 DOMINATION

One stand that immediately caught my eye was the smart, brightly lit space occupied by the diecast supergroup of Solido, GT Spirit, Otto, TSM, BBR and 1:64 masters Mini GT.

Mini GT demonstrated their rapidly expanding and varied catalogue with prototypes of a Citroën DS and Bentley 4½ Litre 'Blower' displayed alongside Ayrton Senna's F1 cars, Le Mans GT3 racers and wild bosozoku-inspired creations from sister brand Kaido House. Just when I thought it wasn't possible for them to cover another vehicle type, neighbouring displays revealed prototypes of Scania container trucks.

It is clear that Mini GT are now one of the dominant brands in 1:64 and, given what was on show, they will only strengthen that position.

Solido's growing range of strong value 1:18 and 1:43 cars sat alongside the static resin artworks of GT Spirit and Otto, with highlights including Otto's upcoming Peugeot 504 Dangel pick-up and the 1980 Monte Carlo Rally Porsche 911 SC of Bernard Béguin and Jean-Jacques Lenne.

Solido also previewed exciting 1:18 LMDh metal in the form of a BMW M Hybrid V8 and Porsche 963.

Competitors Norev displayed an interesting range of 1:18 models, focusing on more left-field and everyday cars of yesteryear such as Citroën's AX and Opel Senator, alongside Fiat's Barchetta and Peugeot's 204.

SCHUCO RETURNS AND SPARK IMPRESSES

A brand I was relieved to see present was Schuco, who have remained relatively quiet since their integration with Minimax in 2023. The dormant 1:64 line appears set to return, albeit initially with recolours of previous castings, and there was a beautiful array of agricultural and industrial vehicles on display, including a pair of impressive IFA W50s.

Minimax stablemates Spark shared the stand and showcased a new batch of motorsport models, including fresh 1:64 toolings of the Porsche 935 K3 and the 917/20 'Pink Pig'.



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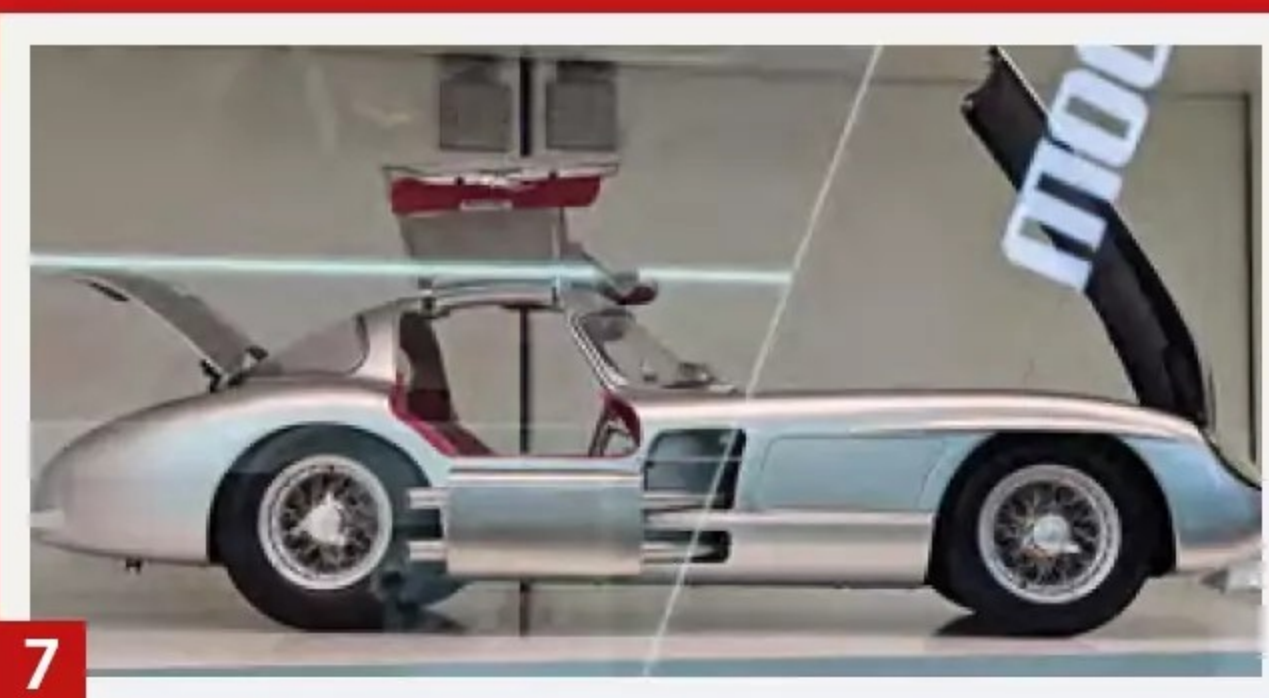
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1. Entering Nuremberg's Messezentrum complex for the 2026 Spielwarenmesse. 2. Another Majorette preview was the custom 1956 Ford F-100 from the Collection range. 3. Schuco had some wonderful working vehicles on show including a pair of IFA W50 trucks. 4. Otto's stunning Porsche 911 SC Monte Carlo contender. 5. The very neat Norev Citroën AX in 1:18 scale. 6. Mini GT previewed the upcoming Bentley 4½ litre Blower. 7. Lemke's enormous 1:8 Mercedes-Benz 300 SLR Uhlenhaut. 8. Large-scale models were about, with this 1:12 Mercedes-Benz L0 1112 from IXO being one of the most eye-catching, decorated in Argentine La Perlita bus livery. 9. Diecast or RC? You can have both with the upcoming Greenlight 1:64 RC range. 10. The Mini GT Citroën DS prototype. 11. IXO add to the IXO America line with new car castings including this 1977 Camaro Z28. 12. Otto's skill in replicating the more left field vehicles is evident with this Peugeot 504 Dangel pickup. 13. The upcoming 1:18 Porsche 963 from Solido will no doubt be popular. 14. Even in 1:64 scale, removable and opening parts are becoming the norm as seen on this Trends Hobby Porsche 918. 15. New to Majorette's entry level Ride Now range is the J250 series Toyota Land Cruiser Prado. 16. Some of Kyosho's RC cars could easily double as display pieces. The Toyota 4Runner from the Mini Z range is stunning.

BIG SCALE STATEMENT PIECES

Over on the stand of Japanese model giant Kyosho, the company displayed some extraordinary diecast and RC models. The most impressive was the monster 1:12 scale diecast Ferrari F40.

Blessed with a staggering level of detail, the F40 is a showcase of what the company is capable of. The suspension functions, wiper blades move and every minute feature has been captured, down to the safety pins on the centre-lock wheels. Under the lifting

front end, there is even a scale Schedoni luggage bag.

Blurring the lines between functional RC vehicle and display cabinet centrepiece were a pair of Toyota 4x4 rock crawlers: an N60 Toyota 4Runner from the 1:28 scale Mini-Z range and the behemoth 1:10 scale 60 Series Land Cruiser from the Kyosho Crawler range. Both could easily sit alongside larger scale diecast in a home display.

Also present were new castings from the MOTN (Middle Of The Night) series, which adds lighting to its detailed 1:64 range

via a USB-C powered base. The 1993 JTCC HKS-sponsored R32 Skyline GT-R in its famous 'Oil Slick' livery will no doubt prove popular, but it was the 1990 Macau GP-winning Castrol R32 that really caught my eye.

RC MEETS DIECAST

1:64 scale is the staple of my collection, so it was interesting to see the innovative ways brands are attempting to break into the scale or add a more immersive experience for collectors.

Moving parts are now becoming the norm, with Trends Hobby, NZG in their first foray into 1:64, and others showcasing models with opening or removable parts.

Greenlight did not have a stand but were in attendance, and CEO Vincent Tang kindly talked me through their upcoming 1:64 diecast RC line, showing functioning prototypes of the first castings: a Nissan GT-R in full Liberty Walk trim, a Dodge Challenger Hellcat, and the Toyota Supra and Dodge Charger pairing from the first Fast & Furious film.



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Each car will have unique handling characteristics and gearing, working lighting and audio, with recordings of the real cars playing through a speaker in the controller, itself customisable with removable drive wheels. Inspired by his after-school battles with Tamiya RC in his youth, Vincent and his team have designed a charging and transport station for each car that can be clipped to the controller, stacked or worn around the neck with a lanyard.

I was able to take the LB Works GT-R and Fast & Furious Charger for a test drive and was impressed not only by how easy both were to control, but also by how detailed and accurate they appeared as 1:64 models, even in prototype form. More US vehicles, a Greenlight speciality, are expected to follow.

MAJORETTE MOMENTUM AND IXO EXPANSION

Majorette have always been close to my heart and enjoyed a strong 2025 thanks to a brand refresh and the introduction of the premium Collection series of true 1:64 cars.

This year's toy fair saw the addition of a custom Ford F-100 and a Renault 8 Gordini to the Collection range, the latter being the only true 1:64 R8 ever produced. Also displayed were new additions to the 'Ride Cool' vintage vehicles range, including the brand-new Trabant 601 S, Peugeot 205 GTi, Lancia Delta HF Integrale and Toyota Sprinter Trueno AE86, along with a striking recolour of the Renault 4 Fourgon.

Collections with BMW, Porsche and Mercedes were also showcased, with the new BMW E30 M3 casting forming the basis of the exclusive toy fair model for Majorette guests. In the new 'Ride Now' entry-level series, a Porsche Cayman GT4 and J250 Toyota Land Cruiser Prado demonstrated that even without Majorette's trademark suspension clip and opening parts, there are still desirable castings in the range.

IXO presented impressive 1:8 and 1:12 scale metal models, alongside new additions to the IXO America 1:64 range. Known for supplying diecast for magazine partworks worldwide and collaborating with brands such as Tarmac Works, the America range

sees IXO operating independently. New US truck castings joined various cars in smart packaging, including a Chevrolet Bel Air, second-generation Camaro, Hennessey-tuned Dodge Viper and Pandem-kitted BMW E30 3 Series.

SOMETHING FOR EVERY COLLECTOR

At the opposite end of the scale were vast construction vehicles from WSI, including a €1,000-plus 1:50 scale Liebherr crawler crane, alongside jaw-dropping large-scale diecast and resin models.

As well as the efforts from Kyosho and IXO, the €1,250 1:8 kits from Lemke, featuring functional lighting and sound, proved that diecast collecting, like any hobby, allows you to pay your money and take your choice.

Regardless of budget or collecting focus, Spielwarenmesse remains the place to immerse yourself in the hobby. The 75th anniversary event certainly proved that diecast collectors have a great deal to look forward to in 2026. ■

In the first part of this series, we focused on childhood memories, the magic of home projection, and the passionate UK community keeping Super 8 alive. Now, we dive into the thrill of the hunt, the technical challenges of preservation, and why this hands-on hobby still matters in a digital world.

THE HUNT FOR RARE PRINTS

Tracking down limited-release reels or rare editions is part detective work, part treasure hunt. Some prints include unique artwork, original boxes, or even scenes cut from later versions. For collectors, condition is everything — crisp colour, intact sprockets and original packaging can transform an ordinary reel into a prized possession.

DISNEY HOME MOVIE CLASSICS LIBRARY

Boxed sets featuring titles such as *The Little Mermaid* and *Cinderella's First Dance* were marketed as premium home movie editions, complete with illustrated covers and branded inserts. Today, they are highly sought after not just for the films themselves, but for their original packaging and artwork.

KEN FILMS MONSTER & SCI-FI DIGESTS

Ken Films became famous for releasing digest versions of cult classics. *Rodan the Flying Monster* (1964) was available in 50ft and 200ft Super 8 reels, often in bold red “SUPER 8” logo boxes.

Star Wars and *The Empire Strikes Back* colour and sound editions came in distinctive illustrated packaging. Some reels even featured alternate edits, making them highly desirable among collectors.

BLACKHAWK FILMS' SILENT CLASSICS

Blackhawk Films built a reputation for high-quality prints of silent-era comedy, releasing titles such as *The Immigrant* (1917) and *The Music Box* (1932) in distinctive original boxes. Mint-condition examples with authentic packaging are particularly prized.



Super 8 movies

Richard Bevan concludes his two-part exploration of Super 8 movies, first featured in our February issue

THE CHALLENGES OF SUPER 8

My own treasured Super 8 collection contains some gloriously off-kilter titles: *The Giant Claw* (1957 horror/sci-fi), *The Perils of Paula* (1914 screwball comedy), and *Chief Crazy Horse* (1955 Cinemascope Western), starring a distinctly Anglo-Saxon Victor Mature in the titular role.

In the early days of Super 8 collecting, the market offered a limited range. Major studios realised they could offload B-movies and box office disappointments to the home market without affecting cinema re-runs or the emerging video market. The result was an eclectic, sometimes baffling selection for collectors.

Abridged editions of action and thriller films — sometimes condensed to 20- or 40-minute reels — often stripped away

subplots and emotional depth. Stories survived, but sometimes in skeletal form.

There is also the matter of ageing film stock. Fragile reels can suffer scratches, breakages and colour fading. Vinegar syndrome and brittleness are constant threats. Films need cool, dry storage and careful handling.

For serious collectors, restoration services can be essential, offering cleaning, splicing, colour correction and frame-by-frame scanning in HD or even 4K. While costly, the results can be remarkable. Restoration not only enhances viewing quality but ensures these fragile artefacts survive for future generations.

WHY IT STILL MATTERS

In a world of instant streaming, Super 8 collecting offers something rare: ritual. Threading the film. Adjusting the focus. Hearing the gentle hum of the projector



ABOVE British dinosaur adventure yarn *The Land That Time Forgot* abridged to 20 mins for Super 8. **LEFT** *The Poseidon Adventure*, Super 8 sound film with 'narrator' explaining the plot.



as light flickers through sprockets. Each reel is a time capsule. For me, that magic began at eight years old with a silent Super 8 camera in my hands. I spent hours recreating the thrillers I adored, turning Pelham Puppets into 'Purdey' and 'Gambit' for my own version of *The New Avengers*. I even built a cardboard ballroom to mimic the grandeur of *The Poseidon Adventure*.

Those reels were not just film. They were sparks for imagination — gateways to a world where a child could become a filmmaker and, ten years later, a film student.

THE FUTURE OF SUPER 8 COLLECTING

Despite the recent commercial production of a new Kodak Super 8 camera combined with digital technology failing to sell in sustainable numbers, Super 8 as an alternative entertainment format is far from becoming a relic.

Digital restoration and high-resolution scanning make preservation easier than ever. Online marketplaces and social media connect collectors across continents. New generations — from long-time enthusiasts to Gen Z discovering 8mm for the first time — are drawn not just to nostalgia, but to the tangible nature of film.

Super 8 demands patience. It rewards craftsmanship. It creates connection. And that is why this hobby will endure. The magic is still there, running steadily at 24 frames per second. ■



ABOVE The Hound That Thought It Was A Raccoon. Early childhood Super 8 silent Disney film bought by the author.

LEFT Richard's Super 8 film collection from childhood to teens.

BELOW LEFT Walt Disney's '101 Dalmations' edited as a 200ft Super 8 short 'The Dapper Dalmation'.

BELOW The Empire Strikes Back

BOTTOM Collectors Super 8 Sherlock Holmes



LEGO has increasingly become a collector's item that the community is tracking with great interest. It seems that the brick-building brand is no longer just for kids. Adults are just as involved in the fan base, and LEGO is now creating exclusive kits for over-18s. Traditionally within the LEGO space, the highest-value collector's items happen to come from specific franchises. The likes of Star Wars and Marvel instantly come to mind, although some of LEGO's earliest sets have also sold big at auctions.

However, it is one of the most modern lines in LEGO's archives that seems to be rising rather rapidly. The modular building range was conceived as a fun adult line, which includes buildings that can be slotted together in various setups, to create an entire high street. What first seemed like a novel idea has snowballed into a range of high-quality, limited edition builds, which highlight LEGO's changing market. LEGO's modular sets are suddenly becoming high sellers, and once they are out of circulation, fans begin to hunt them down on the collector's scene. But why has this particular line become so popular, and is there room for this space to grow further in the coming years?

BUILDING A NOVEL CONCEPT

The very idea behind the modular series originated from a range of fan interviews back in the mid 2000s. LEGO had its sights set on creating a range of products that the fans themselves had influenced. Speaking with a teen and an adult research group, LEGO came to the conclusion that what both communities wanted was exactly the same. So, in 2007, the brand introduced the modular line. The concept was genius. To be able to completely create this LEGO world, builders would need to keep buying the products year-on-year. Each set also incorporated design elements that couldn't be seen anywhere else.

The concept ensured that there was always a fan base for these sets. While they were slightly more expensive than normal and aimed at a building age of 16+, with often over 2000 pieces per box, the concept really caught on. The series launched with Café Corner (10182) and developed from there. In total, there are 20 sets within the range, with a yearly reveal now almost guaranteed.

The basic premise has been extended beyond that initial idea, though, because these modular builds have also been miniaturised. Sets from the past that had made an impact were re-released as smaller builds. Some of these went to market as part of single kits, while others were introduced as individual sets. Those mini versions of the major buildings have become collector's items unto themselves. They are pretty rare finds today.



1 Click together modular Lego

George Chrysostomou builds a picture of LEGO's modular series.

THE LIMITED RANGE

The key to making the modular line a success was in its limited availability. Looking across the history of these models, it quickly becomes apparent that many of them have a very short shelf life. LEGO likes to host a couple of key sets every year, before moving on to the next. That means that this is an ever-evolving line. There is always at least a year to grab a kit before they are removed from circulation entirely. That's not a new concept for LEGO, and many of its mainstream sets are also only available to buy for a limited time. However, considering the scale of these builds,

it's unusual that their time on the market is so short.

Some, like the Market Street (10190) and Town Hall (10224), are given such limited releases that it is clearly an intentional move based on the popularity of the product. Others, such as the Assembly Square (10255), were given more robust release schedules, meaning they haven't become a collectable of quite so high a value. Nonetheless, all of these sets connect together to create one larger scene. LEGO has clearly seen the wider potential to franchise this idea and has created products with further value to collectors.

LEGO started to create sets that took specific influence from both real-world locations and fictional buildings. The recent Natural History Museum (10326), for instance, takes its cues from the London and New York equivalent. Meanwhile, LEGO has also released Ninjago, Marvel and DC Comics sets, which include the same modular connective points, allowing them to be linked up to the collection. Batman's Arkham Asylum (76300) feels right at home next to Downtown Diner. At the same time, Marvel's Daily Bugle (76178), Avengers Tower (76269), Sanctum Sanctorum (76218) and X-Mansion (76294) can be included in the range to create a city ripped straight out of the comics.

BASIC BRICKS AT HIGH PRICES

As LEGO fans have become accustomed to, many of these prior sets have been found in the collectable community at increasingly high prices. While the modular range wasn't cheap to start, with LEGO charging upwards of £250 for some of their most recent installments into the series, the drastic rise in those price tags at auction can be attributed to the sets' limited availability.

The LEGO Market Street (10190) set, for example, which is a bit of an oddity as a fan-made piece under the LEGO Factory branding, has sold for upwards of £3000! The short-selling Green Grocer (10185), by comparison, has auctioned up to £1500. Then there's the very first entry into the series, the Café Corner (10182). The average sale price of this product is well over £2000, with some examples heading far beyond £4000 and continuing to rise.

By comparison, some older products that were sold over a longer period or simply weren't as popular are valued at a drastically lower price. The Pet Shop (10218), which doubled as a 3-in-1 set, has been sold not far above its market value, at around £300. Likewise, Assembly Square (10255) is more likely to be found at the £250 range. But the longer this series runs, the more competitively priced this collectable will become.

LEGO'S NEW AUDIENCE

This modular line was built on the back of a focus group in the mid 2000s, which essentially predicted where the LEGO space would go over the next 20 years. There are more adult and teenage fans of LEGO than ever, partially because of the work of the modular series, in creating a more mature style of product. Without its success, especially among collectors, perhaps LEGO wouldn't quite have evolved to where it is now.

So now, fans look ahead to the coming years and what new modular buildings could be expected for this collection. With The Shopping Street (11371) acting as the



1. The Café Corner Set #10182
2. The Town Hall Set #10224
3. The Market Street Set #10190

2026 entry into the franchise, speculation turns to what else may be in store. Expect further branded tie-ins with the likes of DC Comics and Marvel, as well as some new potential product concepts that will appeal to collectors everywhere. The modular line won't be going anywhere, and if you already have a sealed edition from the collection, then keep it safe. You never know when it might quickly shift in value!

For now, though, have fun slotting together those incredible buildings that boast intricate designs and building techniques rarely seen in any other model. Because if there is one thing this series is expected to do, it is to continue innovating for builders looking for a challenge and a finish that can be proudly displayed. ■



There's a beautiful synergy in the emergence of steam railways. They developed from horse drawn plateways, whose speciality was moving bulk minerals and aggregate to the nearest water born transport, be it canal or sea.

Fortuitously these same minerals provided their own infrastructure. Coal was burned to transport, err, coal. Stone structures were built to transport stone. Over time the railways built themselves, using the same materials they were transporting. It was a virtuous circle of technology. They were the tech giants of their day, developing faster than our parliamentary masters could keep up. Yes folks, it's all been done before.

NAGS

So, the little shunting engines were like mechanical donkeys. Steam shunting was labour intensive, dirty and inefficient. A small tank engine needed hours of preparation for a job that might involve a little more than nudging a few wagons about.

They needed to be watered and coaxed by their drivers. They had nicknames, like 'nag', 'pug' or 'jinty'. They could negotiate tight curves in confined sidings. They had four wheels, simple and rugged, and often outlasted their drivers, working for fifty years or more. But diesels promised instant availability, lower costs and far less drama.

When British Railways finally began pushing steam out of yards and depots in the late 1950s, the revolution arrived at walking pace, smelling faintly of warm oil and brake dust. The diesel shunters, which replaced steam, could sit idle then start with a push of a button.

In modern times of multiple units and fixed wagon formations, the need for shunters is vastly reduced. Now they are among the most fondly remembered locomotives of the post-steam era, and ideal for modellers and collectors.

WHERE'S MY WAGON?

Around the period of the 1958 modernisation programme, British Railways owned nearly 42,000 coaches and over a million freight wagons, half of which were a motley assortment of ex private owner trucks. Trains formations, both freight and passenger, could be assembled and dispersed according to ever changing needs. Stock could sit idle for weeks, then get pressed into service for a football special, extra holiday trains or excursions. It was an expensive process though. That flexibility would be inconceivable today.

Despite a vast number of clerks beavering away with ledgers, without



1

Shunting your wagons

Since railways began, the humble shunting loco has been crucial in getting coaches and wagons in the right place in the right order, as **Mark Nolan** discovers.

computers it was almost impossible to know where they all were and what they were doing. It wasn't unusual for wagons to disappear for a few months, which was particularly embarrassing if they were full of goods.

EARLY MODELS

Tri-ang launched a freelance diesel shunter in 1957. With its headlight and squat appearance, the 0-4-0 'Dock Authority' shunter did the business in black, red and yellow colour schemes and was sold in the UK and abroad as part of the Transcontinental series.

Hornby-Dublo were early to the market with a realistic 08 shunter with plastic

body in 3 and 2-rail. Like many Dublo diesels, it never seemed to run quite as happily as their more intricate steam models.

Many young modellers had to make do with the Airfix Drewry shunter plastic kit, which, although unmotorised, punched well above its weight for the price.

THE UBIQUITOUS CLASS 08

If you close your eyes and picture a British diesel shunter, it's probably a Class 08 you're seeing.

Introduced from 1952, the 08 was an 0-6-0 diesel-electric designed to do one thing extremely well: pull heavy wagons very slowly, all day, every day. With nearly a thousand built, it became the most numerous diesel locomotive class in Britain. Their low gearing limited them to about 15 mph, but in a yard that didn't matter in the slightest.

They worked everywhere; marshalling yards, docks, depots, power stations and steelworks. When BR no longer needed them, industry and preservation snapped them up. Even now, they're still a familiar sight.



2

The Bachmann Branchline OO Class 08 is a benchmark model: heavy, smooth, exquisitely detailed and available in almost every livery imaginable. Hornby's Class 08 is an older generation, slightly less refined but widely available and more affordable.

The Graham Farish N Gauge Class 08 is a remarkably solid performer in a tiny package, perfect for compact yards.

These 08 models justify weathering. Oil spills, brake dust, faded paint and rust streaks all look right.

BORN TO RUN

The Class 09 was, essentially, an 08 that went to the gym and learned how to sprint. Built in small numbers and later supplemented by rebuilds, the 09 was geared for higher speeds, around 27 mph, making it useful for short trip workings between yards.

They never achieved the ubiquity of the 08, but they gained a cult following, particularly in later BR blue and sectorisation liveries.

The Bachmann Class 09 shares much of the 08 tooling, but with distinctive details and excellent running qualities. The Graham Farish N gauge equivalent is a layout-friendly choice for anyone modelling Speedlink or engineers' traffic.

LIGHTWEIGHT AND CHARACTERFUL

Where the 08 was brawn, the Class 03 was finesse. Diesel-mechanical rather than diesel-electric, and significantly lighter, these locos were ideal for tight curves, lightly laid track and station pilot duties.

They were common at termini, docks and smaller depots, and they looked the part, with their squat proportions and jaunty stance. The Bachmann 03 is a cracking model with bags of personality, particularly effective on small layouts or as a station pilot.

Heljan also make an OO Class 03 which is a bit chunkier, powerful and very smooth,

THE ODDBALLS

BR didn't get everything right first time. Class 04 shunters were boxy, industrial-looking machines which found a second life away from BR metals.

The Class 05 was a tiny class of diesel-mechanical shunters that disappeared quickly but remains fascinating to historians and collectors.

Heljan Class 04 and Class 05 are niche subjects, beautifully executed. Ideal for anyone wanting something a little off the beaten track.



3

1. Tri-ang R253 Freelance 0-4-0 shunter 'Dock Authority' in play worn red livery, as often found
2. The Airfix Drewry shunter kit, although a static model, was of a high quality punched well above its weight for its price at the time.
3. Wrenn Class 08 shunter in slightly fictitious LMS black livery.
4. Hornby Sentinel 0-6-0 'Pride of the Fens' Potter Logistics loco.
5. Dapol O Gauge Class 08 Freightliner 08891.
6. The Heljan Class 07 in BR blue was a small class of diesel-electric shunters built by Ruston & Hornsby.
7. Bachmann Class 03 shunter 03056 in BR Blue.



4

BEYOND BR

Private industry used hundreds of shunters that never carried BR numbers at all. Companies like Hunslet, Ruston, Barclay and Sentinel supplied locomotives to factories, docks and collieries across the country.

Hornby 'Railroad' industrial shunters are simple and robust, perfect for beginners. Rapido and Heljan also produce highly detailed industrial models, often aimed at specific prototypes.



5

MODELLER'S GOLD

Diesel shunters work brilliantly on a model railway. They justify extremely tight curves and short sidings, and work perfectly on small layouts and dioramas. They suit every era from the 1950s to today.

Diesel shunters were never glamorous, never fast, and never meant to be noticed. Yet they quietly kept the railway moving for decades. In model form, they do the same thing: dependable, endlessly useful, and full of character.

If main-line locomotives are the movie stars of the railway world, diesel shunters are the character actors, and any collection without one feels oddly incomplete. ■



6



7

There was no stopping Barry Potter, who ended 2025 with three successful toy fairs, almost back-to-back. The first post-Christmas show was at the Birmingham NEC on Saturday 27 December, then over to the Stafford Showground on 29 December and north to Doncaster Racecourse on 30 December 2025, before welcoming in 2026 and another busy calendar of events.

The *Gazette* team of Rob and Ann went along to the Birmingham NEC where 580 stalls filled the hall, providing collectables to suit all interests and budgets. This certainly seemed evident by the number of visitors carrying bulging carrier bags filled with boxes, iconic toys and rarities – and smiles on their faces.

We have to admit, with so many stalls, *Gazette* photographer Rob's eye strayed from the job to quite a few collectables that he just couldn't resist. A Millennium Falcon – not so big that he couldn't find space for it in his man cave; also The Tumbler from *The Dark Knight Trilogy* and a *Scooby-Doo* Mystery Machine!

There was such a lot to browse and not everything was aimed towards the guys, as there were quite a number of stalls displaying dolls, from antiques and vintage to Barbie, Cindy, Bratz and teddy bears. But if diecasts were your thing, naturally there were boxed and unboxed diecasts including Matchbox, Corgi, Dinky, Brooklin and Hot Wheels; plus agricultural models, lorries, military vehicles and buses. Lots of figures from Pelham Puppets, Action Man and Funko Pop to TV and film memorabilia covering *Doctor Who*, *Star Wars*, *Star Trek*, *Thunderbirds*, *Captain Scarlet*, *Stingray* etc., along with DC and Marvel; plus trading cards, Pokémon and comics; plenty for horror fans as well as jewellery and T-shirts – and that's just a brief overview!

Younger visitors could delve into many bargain boxes full of figures such as The Incredible Hulk and Hulk Hogan the wrestler, to Captain James T. Kirk and Mickey Mouse. Bargain boxes of pre-loved cars, trucks and lorries were in abundance, with items selling for £2 or £3. There were stands selling large classic sculptured pieces – such as Aliens, Predators and Terminator characters – and so much more.

On Back to the Past's stall, run by Andrew and based in Rutland, Leicestershire, we spotted a couple of Lady Penelope's pink Rolls-Royces. An original one was made by Dinky between 1974–76, and another with wings – allowing her car to flip them out and fly. That had been made in China by TV Studios Ltd in 2015 – a nice addition for anyone collecting Her Ladyship's vehicles!

Going further back, there were some early



1

The crowds flock to Barry's fairs

Every other month, **Ann Evans** and **Rob Tysall** head out to review the UK's finest toy fairs. This month they explore a Barry Potter Toy Collectors' Fair.

Minic Motorways, Tri-ang toys, Subbuteo and Scalextric. We even discovered two plastic toy guitars autographed by the Fab Four themselves – John, Paul, George and Ringo. Made around 1963, they had asking prices of £150 and £300.

This and the adjoining stall were a father-and-son set-up. Dad, Dave, chatted to us about the enjoyment he gets from attending toy fairs, and how he much prefers events rather than selling online. "I started off at car boots, then moved on to toy fairs. I've been trading for 27 years now, and what I like about it is that you get to talk to people, which you can't do when buying and selling online. And here at the BP Fairs you get some of the best dealers in the country."

His son, Tom, has been helping from the

age of six or seven. His own collecting began with Matchbox cars as he gradually got to understand the world of buying and selling, knowing the worth of items and learning their history. These days, Tom has a stand next to his dad's at fairs and has become quite an aficionado on *The Beano* and *The Dandy*.

Possibly the oldest toy at the fair was a 'Reel-in' Mechanical Yacht game, featuring delicate yachts and sails on strings that you would set up on a table and then see who could reel theirs in the fastest. This was a British-manufactured Glevum game, made in the 1890s. The company was founded in Gloucester in 1894 by Harry Owen Roberts and his younger brother, John Owen Roberts. However, the first game they created was called *Piladex*, described as being 'simple,



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6

1. Andrew of Back to the Past with two Lady Penelope FAB 1 cars. 2. An impressive line-up of robots. 3. Hannah Willie of DragonPainter. 4. Justin and Lis on their Popular Toys Emporium stand. 4. Beatles plastic guitars. 6. Clockwork Automatic Airport made by The Ohio Art Co.

silly and energetic', which young Victorians loved. It involved batting a banana-shaped balloon across a taut string.

Back in those 'straight-laced' Victorian and Edwardian times, this was quite daring for young men and women to play boisterously



7

7. Barry Potter and his team at the NEC.
8. Charley Weaver Bartender.

together. It proved so popular that it was endorsed by the Royal Family and crossed the Atlantic to the USA to be franchised as *Pillow Dex* – one of the earliest products made by Parker Brothers, who went on to dominate the board game market, publishing around 1,800 games including *Monopoly*.

Who doesn't have a soft spot for old tinsplate toys? On Lee and Claire Walker's stall was a variety of tinsplate, clockwork and battery-operated toys, including a battery-operated Charley Weaver Bartender. Made in Japan by T.N. from metal and rubber, Charley pours his drink, brings the glass to his mouth to 'drink' – and steam comes out of his ears! In its day it must have been hilarious!

Justin and Lis of Popular Toys Emporium in Wolverhampton are regulars at BP Fairs, and they had an interesting stall selling the very old and the very new – from figures and models to board games featuring *Jaws*, *Godzilla*, DC, Marvel, *Star Trek*, *Superman* and more. They also make their own badges and key rings. "We try not to have the same stuff as the other stands, and a lot of our items are new," said Justin, who has always enjoyed collecting.

It makes a nice change to see so many women running toy stalls, and another was Hannah Willie who runs *DragonPainter.com*, based in Abergavenny, Wales. Hannah was assisted by her brother Rob at the toy fair. They specialise in Warhammer and Games Workshop models and had a number of interesting collectables from those brands. Their *DragonPainter* website would certainly interest others keen on painting Warhammer figures, as it features excellent close-up videos of the models being hand-



8

painted – definitely worth a look.

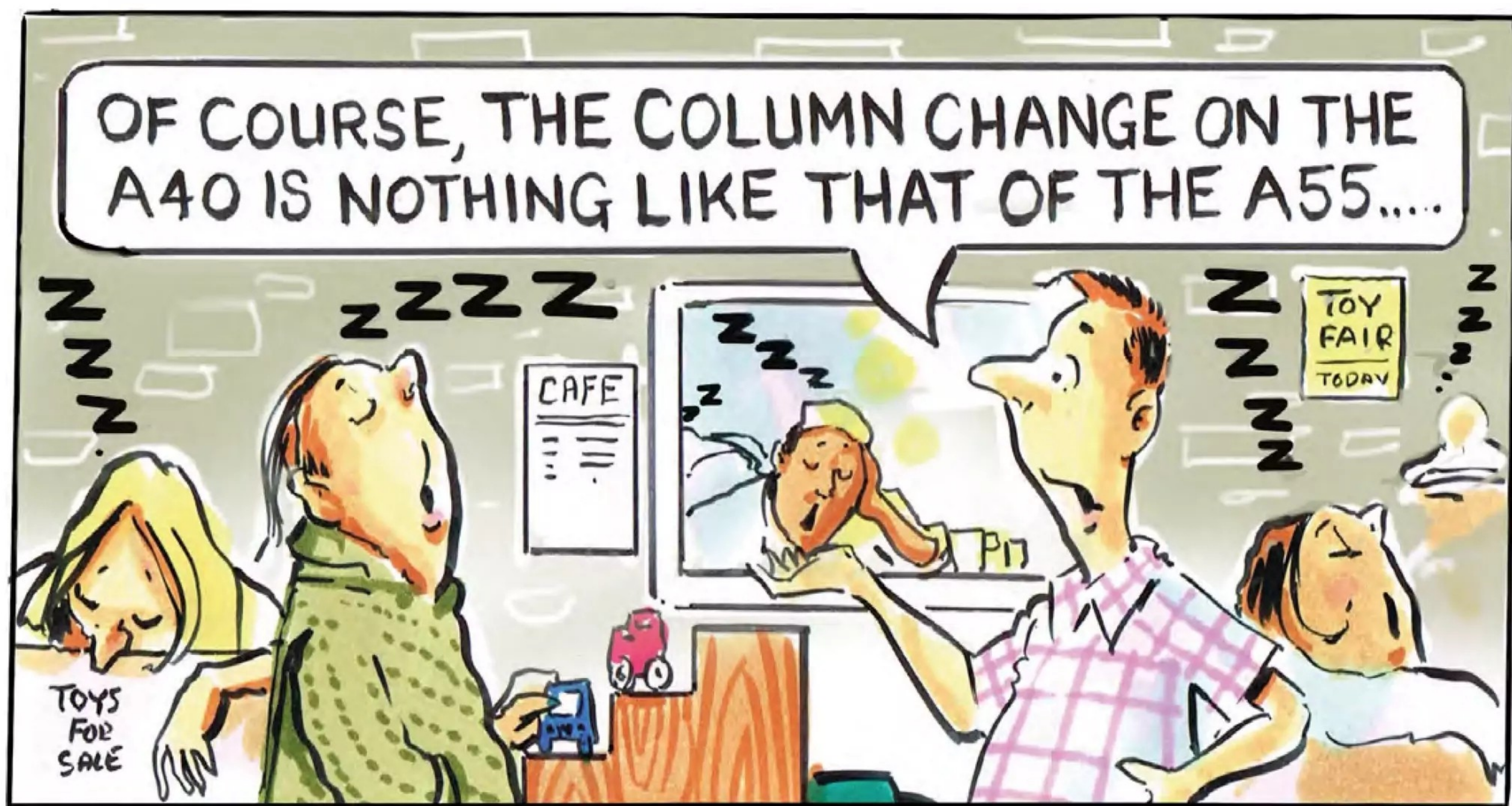
With 580 stalls to get round, most dealers were starting to pack away by the time we reached the last few lines of tables. So, we interrupted Neil of The Movie Merch to tell us a little bit about his stall before he packed his goods away. Clearly horror and scary collectables were the main genre – and Neil confirmed that people really do love the horror scene. He's been a movie fan and collector for over 30 years – take a look at his website for the full, fascinating history of his career. He concentrates on selling official merchandise from top brands.

At the opposite end of the horror scale,

we spotted a large sculptured figure, named in the book *The Great American Pin-Up Book* (also for sale). The figure was called 'At Your Command'.

At the end of the day, we checked in with Barry Potter and his team to see if they'd had a good day. "Yes, it's been a really good day and very busy," said Barry. "Even though it's right after Christmas, people enjoy these post-Christmas fairs because it gets them out of the house and mixing with like-minded people." ■

To find out where the BP Fairs team are heading next, visit www.bpairs.com.



OF COURSE, THE COLUMN CHANGE ON THE A40 IS NOTHING LIKE THAT OF THE A55....

So, after my recent whinge about small local toy fairs, what did I do last weekend? That's right, I booked a table at a small local toy fair. We collectors, seem to suffer from a Micawber complex, believing that something will always turn up. So, after saying I would never do it again, I did it again! Right, so I'm ready for my slice of humble pie or possibly a bacon buttie. I've got my stock together [my favourite bit]. Retrieved my step stands out of the loft [my least favourite bit] and gathered all the parts together. Bags, tablecloth, step stands, notepad, and indemnity insurance. No, scrub the last one. Anyone who harms themselves on a Dinky Austin Devon should be committed anyway. I did have trouble getting the change together though, as I rarely seem to carry cash anymore. Coinage was duly extracted from the kids, and some judicious local shopping provided some very rare five-pound notes. I was prepared.

It was a lovely sunny Sunday morning, and the toy fair was in a nearby village, not far from home. Helpfully, it was a late morning start and an early finish. This is a realistic duration, as these days most

I think I've stalled

Ed Karswell ponders the world of model collecting.

business is really done within the first couple of hours. Once set up, it was time to mingle. I then bumped into a dealer I used to buy from over 35 years ago when I lived in London. This was a nice surprise and great to catch up. It was a very laid-back event and perfectly fitting for the venue, a small village hall. On the selling front, I shifted a few 50s unboxed Dinkies, which was good. I had a few car chats too. Many toy collectors are, as we know, real classic transport freaks and, in many instances, owners. So, there was much talk of column gear changes, rust and the proud sharing of photos to moon over.

Then there's the lunchtime lull, which is when I went and did a few circuits of the hall. It was a usual setup with a stage at the back, so I did get some exercise. It's always interesting to see what people have brought along, and I did pick up some spare tyres, and I was tempted by a few items before remembering how prices had dropped, so

probably not the great buys, they would have been a while back. Back at the table, there were more sales, a bit of tinsplate, and some lead: real old-school collectables. I was offered a low amount for some 70s Meccano, which I declined. I donated the Meccano and some leftover Lledos to the local charity shop in the end. Strange to think that these were once the hot ticket of the collecting world. A shame really, but they didn't really stop being good models; they just fell out of fashion. The final sale of the day was a book on toy collecting. It always gives me a warm glow to sell books, possibly because I love reading. Last catch-up was with a chap whom I met when I first started collecting at 12 years old, and he was an assistant at a second-hand model and railway shop in town. We hadn't seen each other since Lockdown, and it was lovely chat over old times.

Then it was time to pack up. It was short but sweet, and it also left a good chunk of the day left to do some work in the garden. So, from a financial point of view, it was OK. From a social point of view, it was priceless. Much of my work and my hobby is remote these days, so it's great to catch up and chat with people who don't fall asleep when I talk about pre-war Dinky Road signs or Vauxhall Cresta wheel trims. At least, I don't think they ever fell asleep? ■

'Many toy collectors are, as we know, real classic transport freaks and, in many instances, owners. So, there was much talk of column gear changes, rust and the proud sharing of photos to moon over.'



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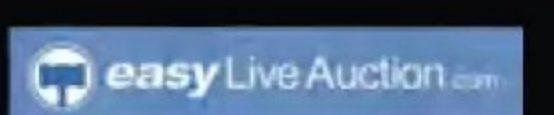
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When I was young, I would walk down Division Street in Sheffield, passing the fire station. The doors were usually closed, but through the windows you could see the fire engines; from memory, they were Leyland's. However, one day as I approached, the doors opened, and the bells started to ring. Next, a fire engine exited with its bell ringing, and it set off at speed down the road.

Fire engines had been in the Dinky Toys range since 1937. However, the addition of a Fire Escape vehicle came in 1958 as the Dinky SuperToys Turntable Fire Escape number 956. It had a Bedford Cab and an extending turntable ladder and was finished in red with a silver back with red sides, and the ladder was in tinplate. The model was illustrated in the back page colour advert of the February 1958 Meccano Magazine. In the review of Dinky News, it says, *'This wonderful new model is assured of a great reception, as we have received hundreds of requests that we should produce a model of this type, and now*

ABOVE Dinky SuperToys Turntable Fire Escape – The Bedford Models and later one with plastic wheels and plain handles.

BELOW SuperToys Turntable Fire Escape – The French Berliet versions using the English back castings with one in cream.

The Turntable Fire Escape

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

that it has finally appeared, it will be eagerly sought after by collectors.

The ladder can be extended by turning a handle, and another handle adjusts the angle of the ladder. The ladder is on a turntable and can turn in a full circle. There are also bells on each side of the cab roof and the radiator, bumper and headlights are in silver. Later models continued but were then fitted with plastic hubs and the operating handles were plain. From around 1960, the model had windows. It came in a blue striped lift off lid box and then a yellow illustrated box with the model being deleted in 1970.

In the same year the model was then re-introduced, but now with a Berliet cab and is illustrated in the 1970 Dinky Toys catalogue now as a Dinky Toys model. The cab is from the French factory and

fitted to the English base. Again, the cab is red with windows, but the back is now all silver. The wheels are chrome and the turntable handles remain plain. The later models had metallic red cabs, and the backs were in white or black. It came in a yellow illustrated end flap box with an instruction sheet for replacing the ladder cords and was deleted in 1974.

The Bedford Turntable Fire Escape was included in the Dinky SuperToys Fire Services Gift Set no. 957. This had the Fire Engine no.955 and the Fire Chiefs Car no.257, and they came in a yellow illustrated card lift-off lid box with an internal packing piece. The set was available between 1959 and 1966.

The real Big Bedford cab produced by Bedford as the S type Big Bedford of 1950, and made in Luton, was used for the Dinky SuperToys' first model. The Berliet GAK cab, which was introduced in 1959, was used for the second Dinky Toys Turntable Fire Escape model. ■

The Dinky Toys Collectors' Association:

The Dinky Toys military models are collectable and especially the later issues from 1954. They often feature in the DTCA Journal with illustrations. You can find out more or join by visiting the website www.dtcawebsite.com.



Russell Martin clearly remembers the first time he ever attended a toy fair. It was 1986 at the Winchester River Park Leisure Centre, along with his Dad. He was 11 years old.

Russell never looked back. He helped his model trader father, John, at weekend shows until 18 years old, when, after leaving college, he was employed full-time by him at the then established 'J.M Toys Ltd,' based in Waterlooville, Hampshire.

"It was the selling I enjoyed the most," says Russell. "I gained incredible experience starting so young, which really helped me when I took over the family business in 2017."

John had to retire due to ill-health and sadly died a year later, leaving behind him an important legacy of helping introduce white metal models to the UK. Brooklin was a particular enthusiasm.

"It was quite daunting and scary," explains Russell. "While I had experience of the selling side, there was little on how to run a successful business, as Dad did all the book work. I had to learn this from scratch."

After changing the trading name from 'J.M' to 'RM Toys', he has expanded the business into one of the largest and most successful model vehicle sellers in the world. Today, the company employs six full-time staff and four part-time.

The biggest change has been expanding to online and using digital platforms. This has been a game-changer.

"My Dad was a bit of a dinosaur when it came to technology and was never computer literate," smiles Russell. "In the early days, he would list all the models for sale via adverts in various publications. People would then phone up and order. And these were then crossed off the list. It was all quite basic."

With guidance from company manager, Mat Shaul, the transformation has been staggering. Today, at any one time, 'RM. Toys' has over 200,000 models for sale covering a vast range of producers, which are continually being added to on multiple platforms. On average, every week, more than 600 sales occur, and 30,000 or more packages are sent out a year.

Russell continues, "We sell globally. Right now I am packing up a model for Oman, and lined up are others destined for Italy, America, Malta and New Zealand."

His job varies from day to day.

"I do a bit of everything," explains Russell. "As the boss, I start work at 8 am. I check over incoming orders; answer emails; look at and buy collections; prepare new stock to be listed; pay salaries; sort out the accounts and VAT; choose and book outdoor events, and so on."

While the popularity of model makers



Collecting Champions

Chris Stonor continues his series, focusing on people keeping the toy and model collectable market alive and thriving. This month, he meets up with Russell Martin of 'RM Toys.'

change all the time, the company specialises more in 1:18th ranges. "We sell numerous examples. At present, this is the most sought-after scale, followed closely by 1:43rd. There'll be a run on a certain model, and then this will change to another."

Russell notes hardcore collectors come and go. Suddenly, a regular buyer may stop, and later he will see a collection in auction or on offer which he knows originally was bought from him.

Fortunately, he believes time away from the business is important and arranges at least two holidays a year, given he often works at weekends too between April and November. For most are taken up with him manning a pitch at transport-related outdoor shows.

As with model sales, Russell enjoys the bigger picture. He doesn't do anything by half and always has a major presence at such events. He views them as an integral part of his growing business.



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1. Russell Martin standing in his Waterlooville Warehouse. 2. Warehouse and Events Manager, Phil, holding 'RM Toys' flag outside the premises. 3. 'RM Toys' pitch at a Goodwood Revival Event. 4 and 5. 'RM Toys' expansive pitch at the NEC Classic Car Show.

He employs a two-man show team to first prepare stock for an up-and-coming event; pack the several vans; unload the models at the destination, and set up the pitches; while later taking it all down and returning to base. The team prefer to sleep over at a Premier Inn, rather than a van, if available.

This year, 'RM Toys' is booked into 30 different events, where each is either a two or three-day show. Brands Hatch is a particular favourite. The company is attending ten different ones here alone, including two truck Racing events, two Super Bikes, a Speedfest, and an Italianfest.

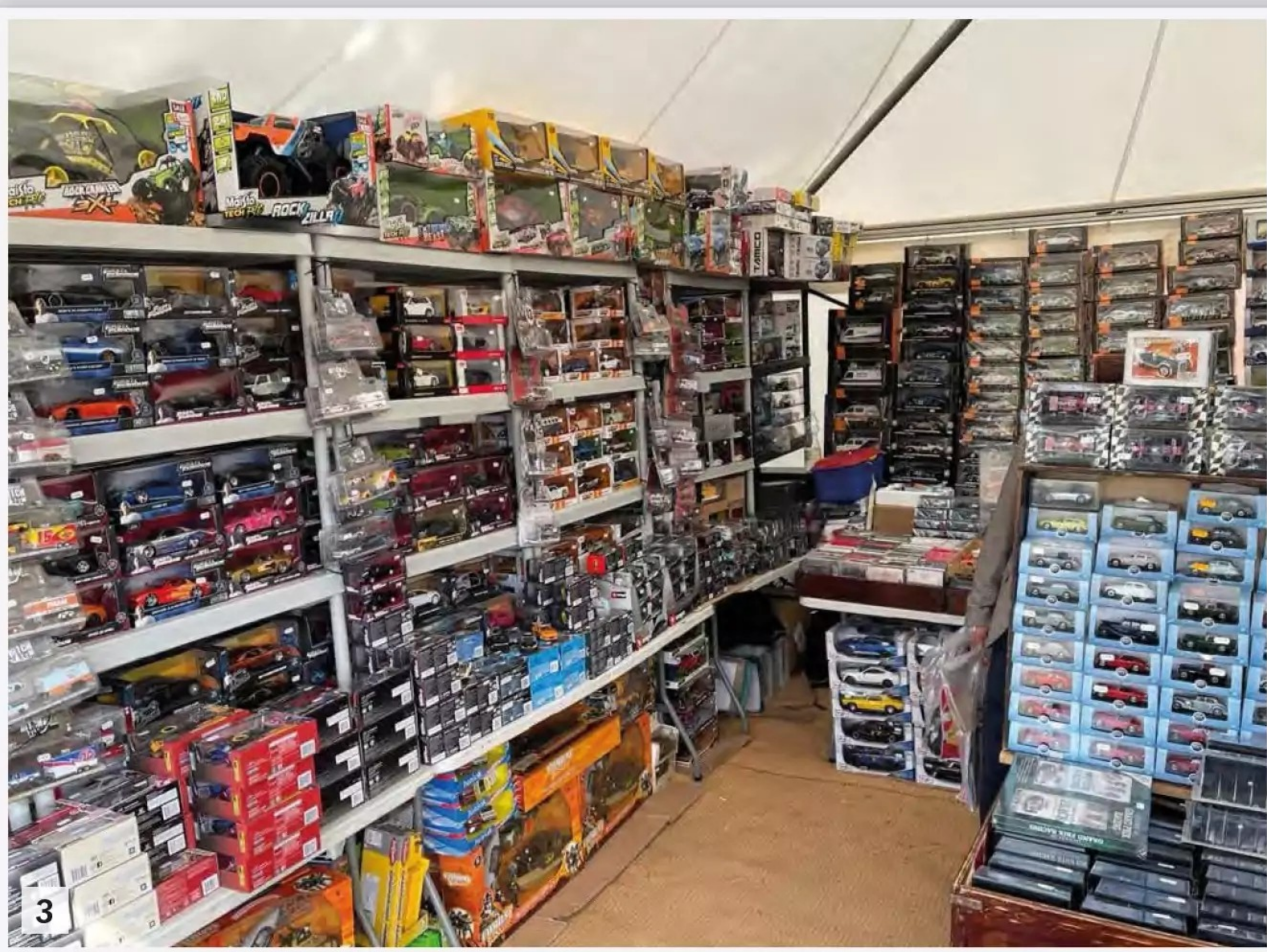
Also, there are three specialist Beaulieu events booked: Supercar, Ford and Hotrod extravaganzas, as well as the annual classic car show at the NEC.

"Our strength is the diversity of models we hold in stock," points out Russell. "We even do airshows, so out will come the aeroplane-related miniatures."

Yet, he makes sure to take a variety of other toy-related items, whether it is Beanie Babies for the children or Hot Wheels for the ardent collector.

"There is a crossover," continues Russell. "Families still want model diecast, for example, so we bring something for everyone... Even FunkoPops!"

One difficulty faced is that some organisers are becoming greedy and are now asking too



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much pitch money for certain events. "We may have to knock a few on the head for 2027 and replace them with new ones," says Russell. "The overheads are becoming too high, even for us."

Not to be outdone by his workload, he also promotes four annual toy fairs at Kempton Park Racecourse. The event was offered to him around 15 years ago when the previous organisers stepped down. They had known him since childhood.

"This has really picked up in recent years," enthuses Russell. "We are attracting now a younger generation of trader which helps us fully book the venue with 200 stalls."

Add this to the average 1,000 or more public coming through the door at each show, it is surprising that Russell has no interest in promoting other fairs... yet.

"There are too many in the South of England already," he explains. "Unless an existing and major toyfair requires a new promoter, I don't see the point."

Meanwhile, this younger generation of collector is paramount for 'RM Toys' continuing success, as older ones fall by the wayside. For Russell, this is where the business emphasis must lie.

"In the future, few will be collecting Dinky or Corgi toys where values may drop the same way as Lledo and Matchbox Yesteryears," he says. "Younger collectors want TV/Film related, Hot Wheels, Star Wars, Lego, Transformers, and models of cars from their generation."

Adding, "A lot of our advertising for Kempton Park is now carried out through Facebook and other social media outlets. You have to move with the times."

I needed to ask Russell an obvious but important question: Does he have any regrets about first working for his father at such an early age and later taking over the family business? Was there something else he always wanted to do?

"I had a desire to become a policeman, but failed the exam," he says. "I've suffered from dyslexia all my life, which hasn't helped me."

And continues, "Taking over from my father seemed a natural step. My older brother lost interest early on and then emigrated to America. Golf was his primary interest."

Russell pauses. "It is a privilege working in this industry. And no, I couldn't see myself doing anything else." ■



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Last time, we looked at how Dinky Toys and Tri-ang's rival Spot-On brand expanded sales of their model boat trailers by combining these with vehicles in gift sets, perhaps in an effort to boost flagging sales of existing products without incurring the expense of new tooling. Corgi Toys took a different approach, effectively reversing the process by introducing the set first and then offering the boat separately. This was seen in December 1964 in the spectacular 'Riviera' Gift Set, containing a new model of a cabin cruiser. It was only seven months later, in July 1965, that the boat could be purchased on its own.

If Dinky's 'Fun A'Hoy' Ford Corsair and Healey Sports Boat set coincided with the summer sailing season in July 1964, Corgi's Riviera set was timed to benefit from the peak in toy sales occurring over the Christmas period. It offered a touch of glamour, too: the 'Riviera' designation hints at the French Côte d'Azur and the choice of an American Buick as the towing car was more exotic than Dinky's family Ford saloon. Incidentally, the dictionary tells us that the word 'corsair' means 'a pirate, especially of the Barbary coast', so did Dinky's choice of the Ford Corsair have nautical connotations? That would fit in with the use of the term 'A'Hoy', often used in stories of pirate ships.

As so often in this period of Dinky/Corgi rivalry, Corgi went a bit further in

Take to the water

Andrew Ralston continues his look at classic British diecast sets combining cars with boat trailers and explains how Corgi took a different approach from rivals Dinky and Spot-On.

the Riviera set: the box was more elaborate, with a two-tier platform representing land and sea and, instead of recycling figures from previously-issued cars, there was a captain for the boat and a water skier (though, to be fair, the softer material used to make the Corgi figures often means they don't look as sharply moulded and finished as the Dinky ones).

Marcel van Cleemput, Corgi's Chief Designer, reports that over a four-year production period (1964-68), as many as 372,000 Riviera Gift Sets were sold, so it was certainly a sales success. Clearly, Corgi saw the potential of such sets. From this point on, the initiative rested with Corgi, who produced many more vehicle/boat combinations right up to the demise of the Mettoy firm in the eighties.

Corgi's massive success with the James Bond Aston Martin ensured that TV and film spin-offs were the priority from the mid-sixties onwards, including another car/boat

combination in the form of the Batmobile and Batboat. However, that was a rather different kind of craft than the real-life ones we're considering in this article. In 1967, Corgi returned to the boat-and-trailer theme with a further set that, like the Riviera set, paired an existing car with a new boat. This was Gift Set no. 36, an Oldsmobile Toronado pulling a Gastron Speedboat with an outboard motor and three figures. Van Cleemput states that the car in this set was initially a Rambler Marlin, which, after a few months, was replaced by the Oldsmobile, though he doesn't say why. The Rambler, however, did reappear the following year in another set with kayaks, but as these were carried on a roof rack, strictly speaking, it isn't a boat and trailer set. The 1971 Gift Set 26, a Beach Buggy with a plastic sailing boat, is very much of its time, and the garish purple finish was probably prompted by the need to compete with the type of paintwork seen on Hot Wheels cars.



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1. Corgi took considerable trouble to present the 'Riviera' gift set of 1965 on an attractive display plinth. It proved to be a great sales success. (Photo: Gary Cohen, USA) 2. Two years later, Corgi used the same formula for Gift Set no. 36, an Oldsmobile Toronado pulling a Glastron Speedboat. 3. Two Corgi sets with powerboats carrying Carlsberg markings: GS 37 with a Fiat X1/9 (top) and GS 38 with a Jaguar XJS. (Photo: Vectis Auctions) 4. 'Seaburst' set from Matchbox, dating from 1971, contained a Lamborghini Miura. (Photo: Vectis Auctions) 5. A powerboat also appeared in gift sets made to special order for Marks and Spencer in 1978. This set contains two other sailing craft. (Photo: Vectis Auctions)



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Another trend of the seventies was for Corgi to move into the larger size of 1/36 as seen in Gift Set 28 (1975) which linked a Mazda B1600 pick-up with a red and yellow plastic dinghy with frogman figure and in the 'Surf Rescue' Gift Set 35 (1978), a Jeep towing a boat apparently inspired by an Australian TV series called 'Chopper Squad'. In the seventies, the number of models being offered in various combinations increased. A clear example of this trend is the way Corgi reused a power boat first seen in 1977 in GS 36, a Fiat X1/9 attached to a long flat trailer carrying the boat in white and green Carlsberg livery. The following year, Corgi supplied various models in different finishes in special packaging for sale in selected Marks and Spencer stores, and the power boat was refinished in yellow with 'Spindrifft' markings. It reappeared as a Corgi set in 1980, now finished in red and white, towed by a Jaguar XJS, and finally attached to a 4x4 Renegade Jeep in 1983, the last such set from the Mettoy era before the receivers were called in during October of that year.

So far, we haven't mentioned Matchbox, as the various boat trailers made by Lesney were, of course, in a smaller scale than the models discussed here. Matchbox did try to compete with Dinky and Corgi with the King Size and Super Kings series, where several boat trailer sets can be found. For example, in 1971, the 'Seaburst' power boat (K-25) with trailer was introduced both separately and

in a set towed by a Lamborghini Miura (K-29), also available five years later, towed by a customised Corvette (K-58). The Super Kings and later Convoy series also contained various articulated trucks transporting a plastic boat.

This two-part survey has shown that while Dinky, Spot-On, Corgi and Matchbox made relatively few models of boats, the choice seems much larger as each company created so many different sets of vehicles and trailers. This approach made good business sense in an increasingly difficult market, as it allowed the toymakers to keep offering something 'new' simply by bringing together existing products in different combinations rather than investing in the cost of new tooling. One result of this has been to create a fascinating and varied theme for today's



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collectors – even if that wasn't the intention of the toy companies all these years ago.

I began last time by quoting 'The Wind in the Willows' where the Water Rat tells the Mole: "there is *nothing* – absolutely nothing – half so much worth doing as simply messing about in boats." Maybe we should rephrase that to "there is nothing half so much worth doing as collecting models of boats and cars!"

PRICE GUIDE

Rounding up the latest toy sales from across the country with a brief visit to specialist auction rooms...



◆ Western Models (1/43rd) WMS25 Railton Record Car 1939. Silver body with "Mobil" Deals - Near Mint in a Good overall box. **Sold for £70, Vectis Auctions, February.**



◆ Lansdowne Models (Brooklin) (1/43rd) Lea Francis 14Hp 2-Door Coupe. Green body with chrome trim This Code 3 issue was built in 2000 1 Of 1 Only -Near Mint in a Good Box. **Sold for £120, Vectis Auctions, February.**



◆ Crossway Models (1/43rd) - CM05 MG Midgette Mark IV Saloon. Two-Tone Grey and off white with chrome trim - Near mint in a Good Plus box. **Sold for £110, Vectis Auctions, February.**



◆ Top Marques (1/43rd) HE2 Alvis "Grey Lady" Saloon Two-Tone Silver and grey, chrome trim and wire wheels. Near Mint (with mirrors in bag) in a Excellent Box. **Sold for £90, Vectis Auctions, February.**



◆ Western Models (1/43rd) WMS23 Sunbeam 1000HP 1927 Record Car. Red body with "Union Jack & USA" flag decals to front - Near Mint in a Fair to Good box. **Sold for £80, Vectis Auctions, February.**



◆ Gems & Cobwebs (1/43rd) GC20BC Daimler 420G Saloon. Two-Tone Brown and Cream with whitewall tyres - Excellent Plus in a Excellent Plain white box. **Sold for £45, Vectis Auctions, February.**



◆ Top Marques (1/43rd) HE9 Alvis Speed 25 Charlesworth Convertible. Green body with grey hood, chrome trim and wire wheels - Excellent Plus (with mirrors in bag) in a Excellent box. **Sold for £80, Vectis Auctions, February.**



◆ Spa Croft (1/43rd) SPC1 Morris Isis Series II. Two-Tone Grey and blue with chrome trim - Excellent in a Good Plus box. **Sold for £100, Vectis Auctions, February.**



◆ Western Models (1/43rd) WP104 X Lotus Esprit "Essex". Metallic blue body with black rear engine vent, red interior (missing mirrors) - Excellent Plus in a Good Plus box. **Sold for £70, Vectis Auctions, February.**



◆ Pandora Models (1/43rd) 1930 Sunbeam Silver Bullet Record Car. Silver body with "Union Jack & USA" Flags to front - Near Mint in a Good Plus box. **Sold for £60, Vectis Auctions, February.**



◆ Top Marques (1/43rd) B2 Bentley 4.5 Litre Supercharged. Green including wheels, with white blank racing No. - Near Mint in a Excellent Box. **Sold for £130, Vectis Auctions, February.**



◆ Spa Croft (1/43rd) SPC3 Austin A70 Hampshire. Blue body with open roof, chrome trim - Good Plus with roof panel and mirrors in bag (some light Super-Detailing). **Sold for £120, Vectis Auctions, February.**



◆ Pathfinder Models (1/43rd) PFM33 Sunbeam Rapier 1969. Gold body with silver trim - Near Mint in a Excellent box. **Sold for £90, Vectis Auctions, February.**



◆ Abbey Classics (1/43rd) AC07 Austin 3 Litre Saloon. Dark blue body - Good Plus in a Good box. **Sold for £120, Vectis Auctions, February.**



◆ Top Marques (1/43rd) B1 Bentley 4.5 Litre Vandem Plas. Blue body and wheels, Dark brown tonneau - Good Plus in a Excellent Box. **Sold for £80, Vectis Auctions, February.**



◆ J & M Classics (1/43rd) Alvis TA14 Saloon. Maroon body with chrome trim - Excellent Plus with mirrors in bag, contained in a Excellent Plus black presentation lift off lid box. **Sold for £70, Vectis Auctions, February.**



◆ **A Boxed Corgi Scania And Stobart Limited Edition.** Great condition, in good box. *Sold for £40, Stacey's Auctioneers & Valuers, February.*



◆ **Tekno Morris Oxford Saloon.** Metallic light blue body, chrome grille - Excellent (some corrosion to bumpers) in a Good Plus carded box. *Sold for £100, Vectis Auctions, February.*



◆ **Triang Spot On 286 Austin 1800 Saloon.** Near mint with a Excellent inner carded tray, outer window box is Fair. *Sold for £90, Vectis Auctions, February.*



◆ **Dinky Toys 40E Standard Vanguard.** Fawn body with silver trim and harder to find red ridged hubs, (Small Baseplate Lettering) - Good overall. *Sold for £260, Vectis Auctions, February.*



◆ **A Matchbox z models Of Yesteryear Pre-Production Model Of a 1937 Cord.** signs of a Small Crack Underneath. *Sold for £55, Stacey's Auctioneers & Valuers, February.*



◆ **Triang Spot-On 260 "Royal Occasion" Rolls Royce.** finished in maroon, very pale green interior with 4 x figures, chrome trim & cast spun hubs - this battery operated issue is generally Good Plus. *Sold for £100, Vectis Auctions, February.*



◆ **French Dinky Toys 512 Leskocart Midjet.** Blue cart with figure (yellow jacket), black plastic wheels - Excellent Plus including yellow and red carded picture box. *Sold for £120, Vectis Auctions, February.*



◆ **Dinky Toys 129 MG Midget (Export Issue).** Red body and ridged hubs, tan interior and tonneau, silver trim with correct (No.108 Baseplate Lettering) - Good Plus. *Sold for £120, Vectis Auctions, February.*



◆ **Mebetoys A10 Maserati Mistral Coupe.** Green body, wire wheels - Excellent Plus in a Good Plus carded box. *Sold for £100, Vectis Auctions, February.*



◆ **Triang Spot-On 183 Humber Super-Snipe Estate Car.** Turquoise Body with off white roof, grey rack with luggage, cast spun hubs - Good Plus (some Super-Detailing) in a Fair box. *Sold for £100, Vectis Auctions, February.*



◆ **French Dinky Toys Military 884 Brockway Bridge layer.** Excellent in a Good blue and white striped lift off lid box with inner packing piece and correct Instruction/Diorama Large Folded leaflet. *Sold for £100, Vectis Auctions, February.*



◆ **Dinky Toys Pre-War 28N Type 2 Delivery Van "Meccano Engineering For Boys".** Yellow body with silver grille, black smooth hubs with white tyres - Fair to Good. *Sold for £360, Vectis Auctions, February.*



◆ **Mebetoys A39 Lotus Europa Racing Car.** Green with cast hubs and racing No.2 - Good Plus to Excellent (requires very light cleaning) in a Good Plus window box. *Sold for £60, Vectis Auctions, February.*



◆ **Triang Spot-On 103 Rolls Royce Silver Wraith.** Two-Tone Green over silver, cast spun hubs - Good Plus bright example in a Good carded box. *Sold for £140, Vectis Auctions, February.*



◆ **French Dinky Toys Military 890 Berliet Low Loader.** Good Plus bright example (usual chips around coupling) in a Good (slightly grubby) blue and white striped lift off lid box. *Sold for £80, Vectis Auctions, February.*



◆ **Dinky Toys Pre-War 38g Austin "Taxi".** Blue, black including interior and smooth hubs with white tyres, open rear window, silver trim. *Sold for £80, Vectis Auctions, February.*



◆ **Mebetoys A30 ISO - Metallic lime body with brown interior and cast hubs.** Good Plus in a Good Plus to Excellent window box. *Sold for £60, Vectis Auctions, February.*



◆ **Triang Spot On 219 Austin Healey Sprite Sports Car.** Near Mint with a Excellent inner carded tray, outer window box is Good overall. *Sold for £110, Vectis Auctions, February.*



◆ **Dinky Toys 152 Austin Devon Saloon.** Tan body with silver trim and harder to find drab green ridged hubs, (Large Baseplate Lettering) - Fair still a bright example. *Sold for £120, Vectis Auctions, February.*



◆ **Dinky Toys 501 Foden (Type 1) Diesel Wagon.** Good Plus bright example in a Fair buff lift off lid box with labels. *Sold for £190, Vectis Auctions, February.*



◆ Dinky Toys 352 "UFO SHADO" Ed Straker's Car. Good Plus still a bright example in a Fair to Good yellow and red carded picture box. *Sold for £140, Vectis Auctions, February.*



◆ Hot Wheels Redline Mercedes-Benz C-111 Blue Enamel - Rare issue. Fitted with light brown interior, 1970 Hong Kong base, paint loss to body. Fair to Good. *Sold for £60, Oberon Auctions, February.*



◆ A boxed Dublo Dinky Toys 070 Mercury Tanker. Mint condition with a superb box. *Sold for £60, Minster Auctions, February.*



◆ A boxed French Dinky Toys No.24B grey Peugeot Berline. Mint condition with a superb box. *Sold for £100, Minster Auctions, February.*



◆ Dinky Toys 532 Leyland Comet Wagon With Hinged Tailboard. Fair to Good (does have small chips to all edges) in a Good Plus blue lift off lid box with paper label. *Sold for £120, Vectis Auctions, February.*



◆ Corgi Aviation Archive AA34905 1/32nd Scale Messerschmitt Bf109G-6 2./JG 302 Oct 1944. Comes with detachable bomb, display stand & certificate 1079 of 1530 produced. Mint in Excellent to Near Mint box. *Sold for £70, Oberon Auctions, February.*



◆ A boxed Dinky Toys No.174 red and cream Hudson Hornet Sedan. Excellent condition with an excellent box. *Sold for £40, Minster Auctions, February.*



◆ A boxed Dinky Toys No.934 Leyland Octopus. Mint condition with a superb box. *Sold for £220, Minster Auctions, February.*



◆ Dinky Toys 352 "UFO" Ed Straker's Car. Good Plus to Excellent (small roof mark) in a Good to Good Plus yellow and red carded picture box. *Sold for £150, Vectis Auctions, February.*



◆ Corgi Aviation Archive AA33902 1/32nd Scale Supermarine Spitfire Mk.1 19 Sqn Brian Lane. Has weathered finish, comes with display stand & certificate 1802 of 4000 produced. Mint in Excellent to Near Mint box. *Sold for £60, Oberon Auctions, February.*



◆ A boxed Dinky Toys No.154 green Hillman Minx Saloon. Near mint condition with an excellent box. *Sold for £20, Minster Auctions, February.*



◆ A boxed French Dinky Toys No.32C Tracteur Panhard Avec Citerne 'Esso'. Mint condition with a superb box. *Sold for £200, Minster Auctions, February.*



◆ Corgi Toys 1106 Decca Mobile Radar Scanner. Fair to Good (does have small chips on most edges) in a Good blue and yellow lift off lid picture box with inner tray. *Sold for £80, Vectis Auctions, February.*



◆ Corgi Aviation Archive US33906 1/32nd Scale Supermarine Spitfire Mk.1A 19 Sqn George "Grumpy" Unwin Duxford 1940. comes with Pilot, Ground Crew & Dog figures, display stand & certificate 0374 of 2500 produced. Mint in Excellent to Near Mint box. *Sold for £60, Oberon Auctions, February.*



◆ A boxed Dinky Toys No.180 orange and grey Packard Clipper Sedan. Mint condition with a superb box. *Sold for £45, Minster Auctions, February.*



◆ Boxed Itd edn Sun Star 1/24 RM254 VLT The Standard Routemaster diecast model. complete with certificate, excellent condition. *Sold for £120, Wessex Auction Rooms, February.*



◆ Corgi Toys 1126 Ecurie Ecosse Racing Car Transporter. Excellent overall bright example in a Good (grubby) blue and yellow carded picture box. *Sold for £150, Vectis Auctions, February.*



◆ A rare boxed Dublo Dinky Toys 067 Austin Taxi with smooth grey wheels. Mint condition with a superb box. *Sold for £140, Minster Auctions, February.*



◆ A boxed Dinky Toys No.162 two-tone blue Ford Zephyr. Mint condition with a superb box. *Sold for £40, Minster Auctions, February.*



◆ Boxed Itd edn Sun Star 1/24 2904 rmc 1453-453 CLT The Original Green Line Routemaster Coach diecast model. complete with certificate, excellent with corner knock to top corner of box. *Sold for £90, Wessex Auction Rooms, February.*



◆ A boxed French Dinky Toys No.24X dark blue Ford Vadette. Mint condition with a superb box. *Sold for £110, Minster Auctions, February.*



♣ **Boxed 1/12 scale ltd edn Sun Star 1963 Morris Minor 1000 Traveller diecast model.** limited edition, excellent. **Sold for £100, Wessex Auction Rooms, February.**



♣ **Boxed 1/18 scale Autoart Racing Division 89987 Toyota GT1. TS020 Le Mans 24th 1999 T. Boutsen / R. Kelleners / A McNish #2 diecast model,** excellent. **Sold for £120, Wessex Auction Rooms, February.**



♣ **Boxed 1/18 scale AutoArt 70021 James Bond 007 Goldfinger Aston Martin DB5 diecast model.** Excellent condition. **Sold for £80, Wessex Auction Rooms, February.**



♣ **Boxed 1/18 Paragon Models PA-98212 Rolls Royce Phantom V Lennon diecast model.** Excellent condition. **Sold for £220, Wessex Auction Rooms, February.**



♣ **Boxed Sun Star 1/18 Back To The Future Time Machine diecast model.** diecast excellent, box very good overall with split and squash to window. **Sold for £60, Wessex Auction Rooms, February.**



♣ **Boxed Paragon 1/18 PA-98203L Rolls Royce Silver Shadow MPW 2 door coupe Oxford blue diecast model.** from Steve McQueen The Thomas Crown Affair movie, excellent and complete with certificate. **Sold for £100, Wessex Auction Rooms, February.**



♣ **Boxed Corgi Aviation Archive 1/72 AA27202 Avro Vulcan B MK2 617 Squadron RAF Scampton diecast model.** diecast excellent overall with some dustiness, box good overall with signs of storage wear. **Sold for £180, Wessex Auction Rooms, February.**



♣ **1/12 Scale Hachette London Transport Routemaster Bus partworks magazine series built metal model kit.** with advertising to both sides, contained within a perspex display case. **Sold for £280, Wessex Auction Rooms, February.**



♣ **Boxed Corgi 258 The Saints Car diecast model.** decal very good, diecast good with the odd mark, box fair with creasing. **Sold for £85, Wessex Auction Rooms, February.**



♣ **Boxed Corgi 275 Rover 2000 TC 'Take off Wheels' and 'Golden Jacks' diecast model in white.** diecast good with some staining/marks, box window showing split otherwise good overall, with 4 x additional wheels. **Sold for £90, Wessex Auction Rooms, February.**



♣ **Boxed Tekno 928 Mercedes 280 'Politi' Police Car diecast model with blue light to roof.** diecast excellent, box very good overall with some light edge wear and squash to one end flap. **Sold for £44, Wessex Auction Rooms, February.**



♣ **Boxed Corgi 497 The Man From UNCLE Thrush Buster diecast model.** in excellent condition and complete with Waverly Ring and inner box packaging, inner display excellent, outer box missing end flap and slight rip, but otherwise good-very good. **Sold for £110, Wessex Auction Rooms, February.**



♣ **Boxed Corgi 508 Holiday Camp Special Commer Bus diecast model.** diecast excellent overall with a couple of pinhole paint chips, box very good. **Sold for £130, Wessex Auction Rooms, February.**



♣ **Boxed Corgi 267 Rocket Firing Batmobile diecast model with both Batman & Robin figures.** diecast very good with a couple of paint chips, box showing signs of varying amounts of wear throughout, but fair-good overall. **Sold for £130, Wessex Auction Rooms, February.**



♣ **Boxed Corgi 267 Rocket Firing Batmobile diecast model with both Batman & Robin figures and 9 x rockets.** diecast very good, inner display stand good overall with some very light edge wear, box good overall with some light squash and light edge wear. **Sold for £120, Wessex Auction Rooms, February.**



♣ **Boxed Triang Minic Double Decker Bus tinplate and clockwork model.** with clockwork key, model in very good condition overall, box very good overall. **Sold for £75, Wessex Auction Rooms, February.**



♣ **Lansdowne Models (Brooklin) LDM30 Ford V8 Pilot 1948 by Permission of the Ford Motor Company (Dark Blue).** Near Mint in Good to Excellent (creased) box. **Sold for £25, Vectis Auctions, February.**



◆ Lansdowne Models 1/43rd scale LDM1A 1958 Austin Healey Sprite Mk.1. top down version - powder blue including interior with chrome hubs and trim - Near Mint in Good Plus box. **Sold for £40, Vectis Auctions, February.**



◆ A boxed Hornby Dublo 3217 early coal in bunker 0-6-2T in plain blue box with yellow insert and cover strip. superb example showing no signs of use. Box Nr perfect, complete with instructions. **Sold for £280, Minster Auctions, February.**



◆ A boxed Hornby Dublo EDL1 horseshoe 'Sir Nigel Gresley'. superb example, Mint, 6/48 box Excellent. Complete with packing pieces, cover strip. **Sold for £130, Minster Auctions, February.**



◆ A boxed Hornby Dublo pre-war DG7 clockwork LMS 0-6-2T Goods Set. contents Excellent, locomotive in good working order with no signs of fatigue, wagons all near mint. **Sold for £220, Minster Auctions, February.**



◆ Brooklin Models No.BRK69 1946 Mercury Sportsman Woody Convertible. dark red, wood effect side and rear panels, whitewall tyres, includes front Antenna - Mint in a Excellent box. **Sold for £40, Vectis Auctions, February.**



◆ A boxed Hornby Dublo EDL18 2-6-4T Locomotive. Mint, has been lightly run, box with yellow insert Near perfect. Complete with instructions. **Sold for £60, Minster Auctions, February.**



◆ A boxed Hornby Dublo Export 2324 2-8-0 8F Locomotive. unused in mint condition. Box superb, complete with instructions, guarantee, test tag and tube of oil. **Sold for £500, Minster Auctions, February.**



◆ A boxed Hornby Dublo LT25 2-8-0 8F. Mint, has been lightly run, box near perfect. **Sold for £65, Minster Auctions, February.**



◆ Pathfinder Models PFM18 Jowett Jupiter 1952. Red Body, Light Grey/White tonneau - with certificate 294 of 600 - Near Mint in Excellent box. **Sold for £50, Vectis Auctions, February.**



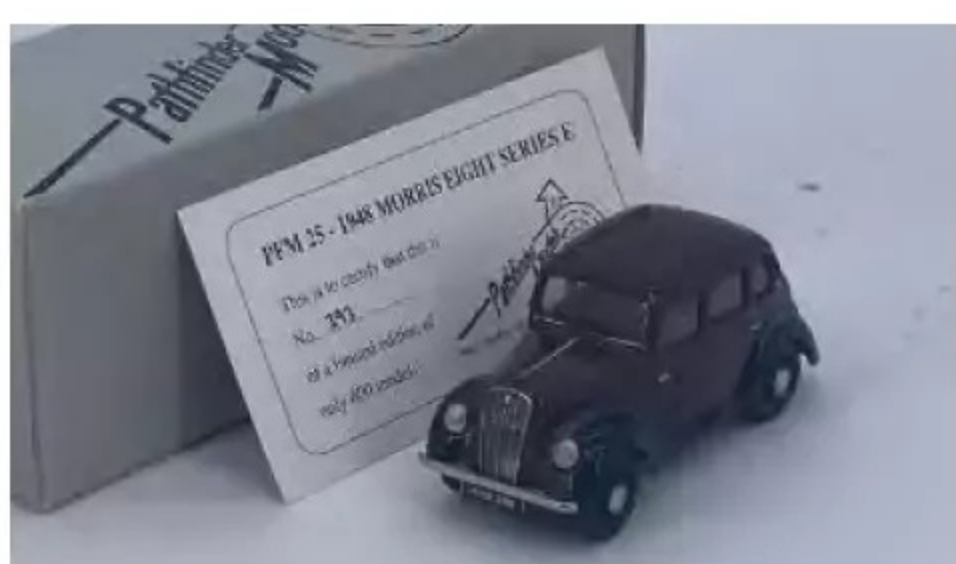
◆ A boxed Hornby Dublo 4071 BR Restaurant Coach. Mint, unused in Near perfect box, slight scuffing at one end. **Sold for £120, Minster Auctions, February.**



◆ A boxed Hornby Dublo 2000 Never Was 4112 Midland or Eastern Region T.P.O. Mail Van by Mel Cammish. unused in mint condition, in protective box. **Sold for £85, Minster Auctions, February.**



◆ A boxed Classic Collections Limited Edition C56 A3 4-6-2 Locomotive 'White Knight' in BR green livery. with 'German' smoke deflectors, Mint, showing little sign of use, box Near perfect. **Sold for £520, Minster Auctions, February.**



◆ Pathfinder Models PFM25 Morris Eight Series E 1948. maroon, black chassis, dark tan interior, silver and chrome trim - with certificate 393 of 600 - Please Note there is no Hood Ornament - Near Mint in a Good Plus box. **Sold for £70, Vectis Auctions, February.**



◆ A boxed Hornby Dublo EDL2 'Duchess of Atholl'. Mint, showing little sign of use. Locomotive box is date stamped 2/51, complete with packing pieces and cover strip. **Sold for £220, Minster Auctions, February.**



◆ A Hornby Dublo Never Was 3-rail 'Wakefield Castrol' Bogie Tank Wagon by John White. in protective box with limited edition certificate, Excellent. **Sold for £150, Minster Auctions, February.**



◆ A boxed Classic Collections Limited Edition C12 LMS 10,000 diesel Locomotive. Mint, box Near perfect with Certificate No.4. **Sold for £1,200, Minster Auctions, February.**



◆ A boxed Hornby Dublo 3232 Co-Co diesel Locomotive. unused, strung in box from new, box in superb condition without tape tears, complete with instructions, guarantee, test tag, tube of oil and packing rings. **Sold for £360, Minster Auctions, February.**



◆ An unboxed Hornby Dublo EDL2 C.P.R. 4-6-2 Locomotive. Near Mint, small marks to cylinder and one side of the tender. **Sold for £500, Minster Auctions, February.**



◆ A boxed Jodel by Peakco Hornby Dublo style Never Was 3345 3-rail 0-6-0 Saddle Tank Locomotive in BR green livery. limited edition of 20 made, unused in mint condition. Box Near perfect with packing rings and certificate. **Sold for £280, Minster Auctions, February.**



◆ A boxed Classic Collections Limited Edition C61 LNER B1 Class 4-6-0 Locomotive. Mint, box Near perfect with Certificate No.11. **Sold for £380, Minster Auctions, February.**



◆ A boxed Classic Collections Limited Edition C17 LMS 6F 0-8-0 Locomotive. Mint, box Near perfect with Certificate No.4. **Sold for £380, Minster Auctions, February.**



◆ A boxed Hornby Acho 6365 030-TU-20 0-6-0T Shunter. unused, superb box and literature. **Sold for £200, Minster Auctions, February.**



◆ A boxed Hornby Dublo EDL7 'Sunshine' lettered SR 0-6-2T. generally Very Good, box heavily faded and lacking regional sticker. **Sold for £240, Minster Auctions, February.**



◆ A kit built 4mm 00 gauge fine scale GWR 2-2-2 Single-wheeler Locomotive 'Iron Duke' No.3014 in early GWR green monogram livery. finished to a high standard. **Sold for £220, Minster Auctions, February.**



◆ A boxed Classic Collections Limited Edition C14 LMS 'City of Bradford' Trials Locomotive used with the A4 type tender. Mint, box Near perfect with Certificate No.4. **Sold for £160, Minster Auctions, February.**



◆ An unboxed Hornby Dublo pre-war EDL7 GWR 0-6-2T Locomotive. in good working order, Excellent, bright and complete transfers, all down irons present and no fatigue, minor marking to top of roof and boiler. **Sold for £110, Minster Auctions, February.**



◆ A Hornby Dublo 2000 Never Was 4104 ER/MR Kitchen Car by Mel Cammish. for 2 or 3-rail running, Excellent in protective box. **Sold for £130, Minster Auctions, February.**



◆ A well made kit or scratch built 0 gauge Un-rebuilt Bulleid West Country Class 4-6-2 Locomotive 'Plymouth' No.34003 in BR blue livery. finished to a high standard. **Sold for £380, Minster Auctions, February.**



◆ A boxed Hornby Dublo 2245 E3002 Electric Locomotive. Mint, showing no signs of use. Box superb with packing piece and card base and cover strip. **Sold for £500, Minster Auctions, February.**



◆ A boxed Hornby Dublo 3226 'City of Liverpool' Locomotive. Mint, has been lightly run. Box Excellent plus, small tape marks, complete with instructions. **Sold for £260, Minster Auctions, February.**



◆ A boxed Hornby Dublo 3234 3-rail 'St Paddy' Deltic Locomotive. Excellent plus, box Very Good. **Sold for £110, Minster Auctions, February.**



◆ A boxed Overland Models brass H0 scale R Residual Rail Defect Detector unit. factory painted, Mint, unused from new. Made by Ajin Precision, Korea. **Sold for £240, Minster Auctions, February.**



◆ A boxed Wrenn W2291 'Sidmouth' unbuilt West Country Locomotive. Mint, showing no signs of use, box Ex plus with instructions, stamped Packer No.3 to base. **Sold for £340, Minster Auctions, February.**



◆ A boxed Jodel by Peakco Hornby Dublo Never Was 3-rail 3432 'Goodrich Castle' Locomotive. limited edition with Certificate No.7/25, Near Mint, box Near perfect. **Sold for £400, Minster Auctions, February.**



◆ A boxed Bachmann 00 gauge 32-762Z Class 57/3 diesel Locomotive in Network Rail yellow livery. produced exclusively for Kernow Model Rail Centre, DCC 21 fitted, Mint, appears unused, box Excellent. **Sold for £85, Minster Auctions, February.**



◆ Boxed Bachmann 00 gauge NRM 31-725A City Class Locomotive. 3717 City of Truro GWR garter crest produced exclusively for the National Railway Museum. **Sold for £150, Wessex Auction Rooms, February.**



◆ A boxed Wrenn Limited Edition W2401 'Princess Alice' Locomotive in LMS maroon livery. unused, Mint, box Near perfect. Complete with Certificate No.30 and nameplate for plinth (plinth not present), stamped Packer No.3 61248 to base. **Sold for £180, Minster Auctions, February.**



◆ A boxed Jodel by Peakco Hornby Dublo Never Was 3376 3-rail streamlined 'Princess Alexandra' Locomotive. limited edition No.12/25, Mint, box superb. **Sold for £900, Minster Auctions, February.**



◆ Two boxed Hornby 00 gauge Bulleid West Country Class Locomotives comprising R2218 re-numbered as 34015 'Exmouth', and R2285 Rebuilt West Country No.34045 'Ottery St Mary'. Both good, boxes very good. **Sold for £120, Minster Auctions, February.**



◆ Boxed Ltd edn Bachmann 00 gauge NRM Platinum Collection 31-930NRM Midland Railway 1000 Class Locomotive Midland Compound 1000. complete with certificate and stand. **Sold for £120, Wessex Auction Rooms, February.**



◆ **Boxed Heljan OO gauge 35261 Class 35 D7015 BR Green locomotive.** Great condition, in good box. **Sold for £70, Wessex Auction Rooms, February.**



◆ **Boxed Bachmann OO gauge Ltd edn LMR 4-6-2 Sir Guy Williams locomotive and tender.** contained within presentation box. **Sold for £60, Wessex Auction Rooms, February.**



◆ **Boxed Accurascale 1/76 OO gauge Class 31 Locomotive.** 5674 Acc2740-5674 DCC BR green ERA 9-10 DCC Sound fitted, with paperwork. **Sold for £170, Wessex Auction Rooms, February.**



◆ **A Post War Hornby 'O' Gauge 'MI Goods Sets'.** LMS finish, comprising locomotive, tender, two wagons and track, playworn, boxed. **Sold for £48, Sheffield Auction Gallery, February.**



◆ **Boxed Graham Farish N gauge 370-052 Western Rambler train set, complete.** Great condition, in good box. **Sold for £90, Wessex Auction Rooms, February.**



◆ **Boxed Hornby OO gauge Thomas & Friends R9289 Edward locomotive.** Good condition in a fair box. **Sold for £110, Wessex Auction Rooms, February.**



◆ **Boxed Bachmann OO gauge 32-935 Class 150/2 DMU 2 Car Arriva Trains Wales/Trenau set.** tatty box. **Sold for £70, Wessex Auction Rooms, February.**



◆ **A Pre-War Hornby 'O' Gauge No 2 Clockwork Engine Shed.** with vents, appears complete, playworn, unboxed. **Sold for £65, Sheffield Auction Gallery, February.**



◆ **Bassett Lowke O gauge clockwork Duke Of York 4-4-0 locomotive and tender in maroon No. 1930.** Fair condition, unboxed. **Sold for £60, Wessex Auction Rooms, February.**



◆ **Boxed Hornby OO gauge R2685 BR 4-6-2 1948 Nationalisation West Country Class 34006 Bude locomotive.** box touch grubby. **Sold for £65, Wessex Auction Rooms, February.**



◆ **Built Just Like The Real Thing (JLRT) O gauge GWR 5764 0-6-0 locomotive.** in good condition with some signs of wear, with an O gauge kit built coach on track straight (3 items). **Sold for £240, Wessex Auction Rooms, February.**



◆ **A Pre-War Marklin Live Steam Spirit Fired 0-4-0 Steam Tender Locomotive with Marklin' Trademarks.** Three items of Marklin rolling stock and four others by Hornby. Plus unassociated 2 and 3 rail track. Playworn, untested. **Sold for £210, Sheffield Auction Gallery, February.**



◆ **Boxed Hornby 3.5" gauge Stephenson's Rocket Real Steam Train Set.** all appearing complete, contents very good, box very good overall with some signs of edge wear. **Sold for £120, Wessex Auction Rooms, February.**



◆ **Boxed Bachmann OO gauge 32-440SF Class 24/1 D5135 BR Green locomotive.** Great condition, in good box. **Sold for £95, Wessex Auction Rooms, February.**



◆ **A Post War Hornby 'O' Gauge No 101 Tank Passenger Set.** comprising LNER finish 0-4-0 locomotive and three coaches, track, signs of wear, playworn, boxed. **Sold for £55, Sheffield Auction Gallery, February.**



◆ **A Post War Hornby 'O' Gauge No 501 Clockwork Locomotive and Tender.** LMS finish, unboxed appears complete, unbroken. **Sold for £28, Sheffield Auction Gallery, February.**



◆ **Boxed Hornby Digital OO gauge R1077 GWR Western Pullman train set.** with Windsor Castle locomotive, GWR 0-6-0 locomotive, 3 x coaches, 3 x items wagons and track. **Sold for £130, Wessex Auction Rooms, February.**



◆ **Boxed Bachmann OO gauge 31-326 Class 105 Two Car DMU BR green with speed whiskers.** Great condition, in good box. **Sold for £80, Wessex Auction Rooms, February.**



◆ **A Boxed Hornby-Dublo Three-Rail 'OO' Gauge EDP2 Train Set.** comprising "Duchess of Atholl" locomotive in LMS red (untested) and two coaches, missing track and controller, box showing some damage. **Sold for £22, Sheffield Auction Gallery, February.**



◆ **A Pre-War Hornby 'O' Gauge 0-4-0 No 1 Special Locomotive and Tender.** Great Western finish, playworn. **Sold for £50, Sheffield Auction Gallery, February.**



♣ A Pre-War Hornby 'O' Gauge No 1 Special Electric Locomotive and Tender. LMS finish, 20v, untested, paintwork overall original, minor restoration, however body was originally clockwork with replacement con rods and cab fittings. **Sold for £40, Sheffield Auction Gallery, February.**



♣ A Pre-War Hornby 'O' Gauge No 2 4-4-2 Clockwork Locomotive. LMS finish, appears in very good, original condition. **Sold for £75, Sheffield Auction Gallery, February.**



♣ A Boxed Hornby '00' Gauge "Thomas and Bill Electric Train Set". with Thomas 0-6-0 and Bill 0-4-0 locomotives, two coaches, two wagons, brake van, track, controller and TrakMat; untested, in good overall condition in a good box. **Sold for £60, Sheffield Auction Gallery, February.**



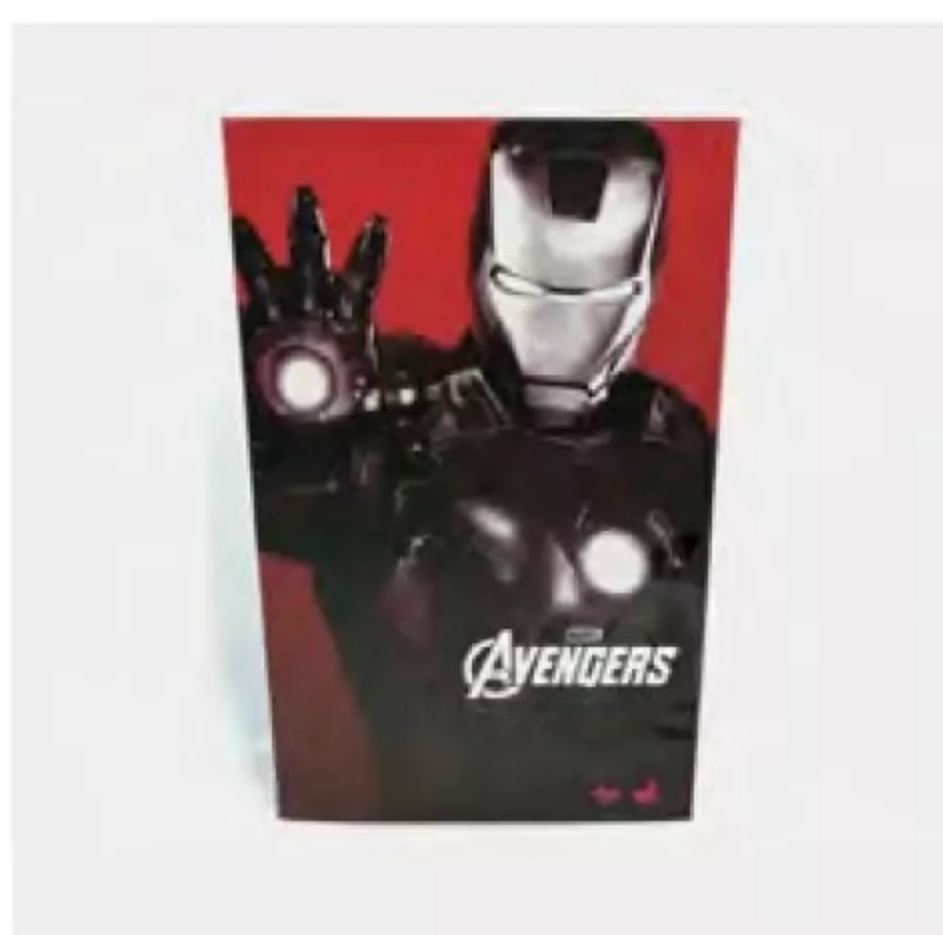
♣ A Boxed Hornby "Thomas and Friends" '00' Gauge "Gordon the Big Blue Engine". untested, in good apparent condition, in original box. **Sold for £60, Sheffield Auction Gallery, February.**



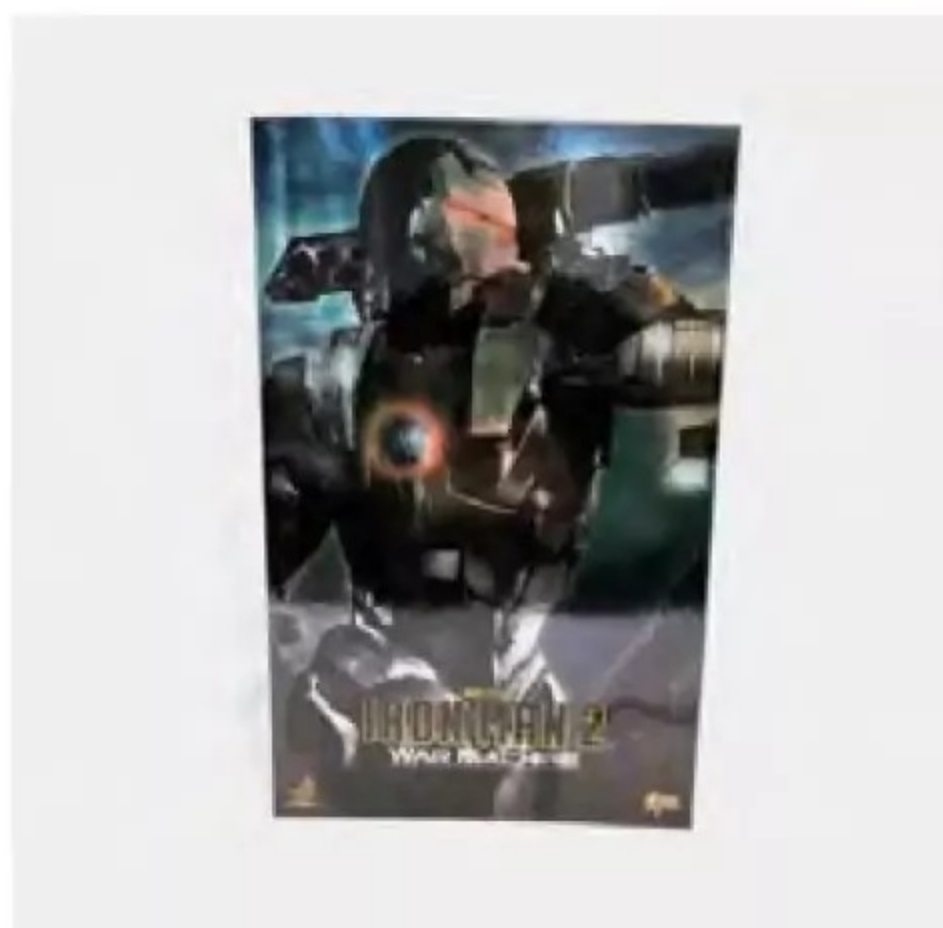
♣ A boxed kit-built (Wills Finecast) 00 gauge Stanier 2-6-4 tank engine. fitted to a Hornby-Dublo 2-rail chassis (as per kit instructions), untested. **Sold for £25, Sheffield Auction Gallery, February.**



♣ Lego Ghostbusters ECTO-1 set number 10274. within Excellent sealed box UN-OPENED. **Sold for £100, Oberon Auctions, February.**



♣ Hot Toys Marvel The Avengers Iron Man Mark 7 VII 1:6th scale figure MMS185. Mint complete UNUSED, within Mint packaging, includes shipping box. **Sold for £100, Oberon Auctions, February.**



♣ Hot Toys Marvel Iron Man 2 War Machine 1:6th scale figure MMS120. Mint complete UNUSED, within Near Mint packaging, includes shipping box. **Sold for £80, Oberon Auctions, February.**



♣ Hot Toys Marvel Avengers Age of Ultron War Machine Mark 2 II Movie Masterpiece Diecast 1:6th scale figure MMS290-D10. Mint complete UNUSED, within Mint packaging, includes shipping box. **Sold for £110, Oberon Auctions, February.**



♣ Hot Toys Marvel Iron Man 3 Mark 40 XL Shotgun 1:6th scale figure MMS309. Mint complete UNUSED, within Mint packaging, includes shipping box. **Sold for £110, Oberon Auctions, February.**



♣ Palitoy vintage Action Man Tom Stone figure. generally Good, with accessories. **Sold for £90, Oberon Auctions, February.**



♣ Action Man 40th Anniversary The Argyll & Sutherland Highlanders set. Near Mint, within Excellent opened packaging. **Sold for £90, Oberon Auctions, February.**



♣ Kenner Star Wars vintage vinyl cape Jawa 3 3/4 figure. complete, Good Plus (very minor split to one arm hole, paint wear to hands). **Sold for £480, Oberon Auctions, February.**



♣ Palitoy Star Wars vintage Empire Strikes Back Darth Vader 3 3/4 figure. Mint, within Good Plus (light dent and slight lift top right hand side) bubble, upon Good (creasing and surface wear) punched 45A back card. **Sold for £1,300, Oberon Auctions, February.**



♣ Palitoy Star Wars vintage Empire Strikes Back Luke Skywalker 3 3/4 figure. Mint, within Excellent bubble, upon Good (creasing and surface wear) punched 45A back card. **Sold for £950, Oberon Auctions, February.**



♣ Palitoy Star Wars vintage Tri-Logo Warok 3 3/4 figure. Mint complete, within Good Plus to Excellent (light dents) bubble, upon Good Plus to Excellent (light creasing and edge wear) unpunched 79 back card. **Sold for £180, Oberon Auctions, February.**



♣ Palitoy Star Wars vintage Tri-Logo A-Wing Pilot 3 3/4 figure. Mint complete, within Good Plus to Excellent (light dents) bubble, upon Good Plus to Excellent (light creasing and edge wear) unpunched 79 back card. **Sold for £260, Oberon Auctions, February.**



♣ **Steiff Danbury Mint Roald Dahl Willy Wonka.** mohair, with cane and golden ticket, swing label, certificate, within Good Box, Excellent. *Sold for £100, Vectis Auctions, February.*



♣ **Steiff Beatrix Potter Amiable Guinea Pig.** 2010, UK & Ireland exclusive, mohair, integrally clothed in felt, swing label, MISSING certificate & box, Excellent. *Sold for £120, Vectis Auctions, February.*



♣ **Charlie Bears Rigsby.** mohair, swing label certificate (creased), Good Plus. *Sold for £220, Vectis Auctions, February.*



♣ **Steiff Paddington Bear.** mohair, swing label certificate, within Good Plus box, Excellent to Excellent Plus. *Sold for £180, Vectis Auctions, February.*



♣ **Jellycat Sage Dragon.** genuine mint green plush, swing label, sparkly wings, Excellent to Excellent Plus. *Sold for £200, Vectis Auctions, February.*



♣ **Pelham Puppets electrically operated shop window display theatre, 1960s, with Three Puppets.** good working condition, little colour faded, string tangles, one string has come unattached, on a floral fabric stand with a plinth base. *Sold for £440, C & T Auctioneers and Valuers, February.*



♣ **Lego Star Wars Shop Display First Order Star Destroyer 75190 with working lights.** complete with mini figures. Minor dents to cardboard due to being on display. *Sold for £220, C & T Auctioneers and Valuers, February.*



♣ **Scarce Thunderbirds Virgil Tracy Limited Edition Sculpture by Footprints Publishing.** Comes with Certificate of Authenticity numbered 93/350. In very good condition. *Sold for £170, C & T Auctioneers and Valuers, February.*



♣ **Vintage Denys Fisher Doctor Who Giant Robot 10 inch Action figure.** Doll is in very good condition. Original Price label. Box has some wear. Overall good condition. *Sold for £300, C & T Auctioneers and Valuers, February.*



♣ **Vintage Denys Fisher Doctor Who Cyberman 10 inch Action figure.** Doll is in very good condition. Original Price label. Box has some wear. Overall good condition. *Sold for £280, C & T Auctioneers and Valuers, February.*



♣ **Vintage Denys Fisher Doctor Who Leela 10 inch Action figure.** Doll is in very good condition. Original Price label. Box has some creasing to bottom, Overall good condition. *Sold for £380, C & T Auctioneers and Valuers, February.*



♣ **Vintage Lone Ranger rides again Action Figure Marx Toys Boxed.** 1973. Ref no. 7400. Sealed in Baggie. Very good condition in original packaging. Some minor box wear. *Sold for £440, C & T Auctioneers and Valuers, February.*



♣ **Vintage The Incredible Hulk Palitoy 5 1/4 inch Action Figure Die Cast Metal boxed.** Limited Collector's Edition. Opened. Figure is in good played with condition. Box has some wear. Marks to box. Window has some marks. *Sold for £220, C & T Auctioneers and Valuers, February.*



♣ **Vintage World's Greatest Heroes Batman Eight Inch Action Figure Mego moc carded.** Fully sealed clear bubble. Bubble does some dents. Small crack at the bottom of the bubble. Some minor card wear. Overall very good condition. *Sold for £400, C & T Auctioneers and Valuers, February.*



♣ **Vintage World's Greatest Heroes Robin Eight Inch Action Figure Mego Harbert moc carded.** Fully sealed clear bubble. One top corner is bent slightly. Some minor card wear. Overall very good condition. *Sold for £300, C & T Auctioneers and Valuers, February.*



♣ **Vintage Masters of the Universe He-Man 8 Back Action Figure carded moc Mattel.** Overall very good condition. *Sold for £2,700, C & T Auctioneers and Valuers, February.*



◆ **Swarovski crystal figurine Figure R2-D2 Star Wars.** Crafted in precision-cut crystal detail. Includes original blue Swarovski presentation box. Has been on display. In very good condition. *Sold for £820, C & T Auctioneers and Valuers, February.*



◆ **A Boxed Tinplate Japanese Push Down Cat.** Fair condition in original box. *Sold for £30, Stacey's Auctioneers and Valuers, February.*



◆ **A 1930s German lead Mickey Mouse candlestick.** with painted detail, hands on hips, tinplate base and scone —slight wear. *Sold for £150, Special Auction Services, February.*



◆ **Corgi Toys 107 "Batman" Batboat.** Excellent in a Good Plus to Excellent blue and yellow carded picture box (couple of small scuffs to edges) and with correct black plastic connecting clip. *Sold for £140, British Toy Auctions, February.*



◆ **A boxed Japanese tinplate battery operated 'Mystery Police Car'.** Excellent condition with a very good box. *Sold for £55, Minster Auctions, February.*



◆ **A Boxed Chinese Tinplate Angel Fish.** Fair condition in original box. *Sold for £95, Stacey's Auctioneers and Valuers, February.*



◆ **Tinplate - A boxed vintage car transporter with 4 x cars.** The items show some signs of age and use and appear in Fair to Good condition overall, the box is Fair with some damage to the lid. *Sold for £60, British Toy Auctions, February.*



◆ **Three Henri Avoiron (French) Penny Toys, spirit painted tinplate fly-wheel driven animals with riders.** paint loss, wear and slight surface rusting. *Sold for £45, Special Auction Services, February.*



◆ **An Eastern European mechanical tinplate litho printed transport display.** in original box. Working with key. *Sold for £40, M & M Specialist Auctioneers, January.*



◆ **A boxed 'Miss England' Super Silent twin-jet propelled Speed Boat.** Very good condition in a poor box. *Sold for £60, Minster Auctions, February.*



◆ **Three Pieces of Pre-War Hornby 'O' Gauge Tinplate Luggage.** including 'Carlisle' trunk, playworn. *Sold for £25, Sheffield Auction Gallery, February.*



◆ **Dinky Toys Pre-War 60Y Thompson Aircraft Fuel Tender.** Red body with black trim, tinplate base, brown figure - Fair replacement Tyres. *Sold for £140, Vectis Auctions, February.*



◆ **TN Toys (Nomura - Japan) Large Tinplate Battery Operated Aircraft in the livery of Pan American.** Some signs of life but battery compartment requires reconditioning, otherwise good, with marks and scratches throughout. Scarce. *Sold for £45, M & M Specialist Auctioneers, January.*



◆ **A German Tinplate Toy Car.** Fair condition, unboxed. *Sold for £130, Stacey's Auctioneers and Valuers, February.*



◆ **A late 19th century German painted tinplate dolls' house wash set.** Good condition, some wear due to age. *Sold for £60, Special Auction Services, February.*



◆ **Lenyko Volvo PV544.** Gloss black body with tinplate base, white hubs with black tyres, silver trim - Near Mint including correct carded box. *Sold for £90, Vectis Auctions, February.*



◆ **Mettoy (Corgi), a boxed tinplate Routemaster Bus, London Transport Route 15.** Conditions generally appear Near Mint to Mint in a Good to Very Good box. *Sold for £20, Vectis Auctions, January.*



◆ **A German J.L. Hessmobil #1020 tinplate Car.** Fair condition, unboxed. *Sold for £130, Stacey's Auctioneers and Valuers, February.*



◆ **German tinplate dolls' house bathroom.** two working toilets, a wood grained washstand a bath with reservoir and another washstand. *Sold for £70, Special Auction Services, February.*

eBuys

From collectables of the future to old favourites, eBay always manages to produce some amazing finds... and even more amazing prices!



Item: Vintage Hot Wheels RRRumblers Gift Set.
Condition: Burbank Toys rare example, great condition and full gift set.
Sold for: £1,750.01 (27 bids)



Item: IXO 1:43 Jaguar Mk X, Light Blue Metallic.
Condition: This model is in superb condition; the packaging is in excellent condition.
Sold for: £56.04 (8 bids)



Item: Tinplate bus single decker 1930s London.
Condition: Possibly Smith and Casey Wells of London model, rare example.
Sold for: £450.20 (6 bids)



Item: Mamod Rare Vintage Collectible Toy Model.
Condition: Boxed, Unused, Near Mint Condition.
Sold for: £771.70 (5 bids)



Item: Lego Duck Wood, Vintage, 1940/50's Lego
Condition: Original Condition! Missing head!
Sold for: £1,113.70 (25 bids)



Item: Vintage Tin Battery-Operated Motor Cyclist.
Condition: Excellent condition minor playwear.
Sold for: £443.00 (29 bids)



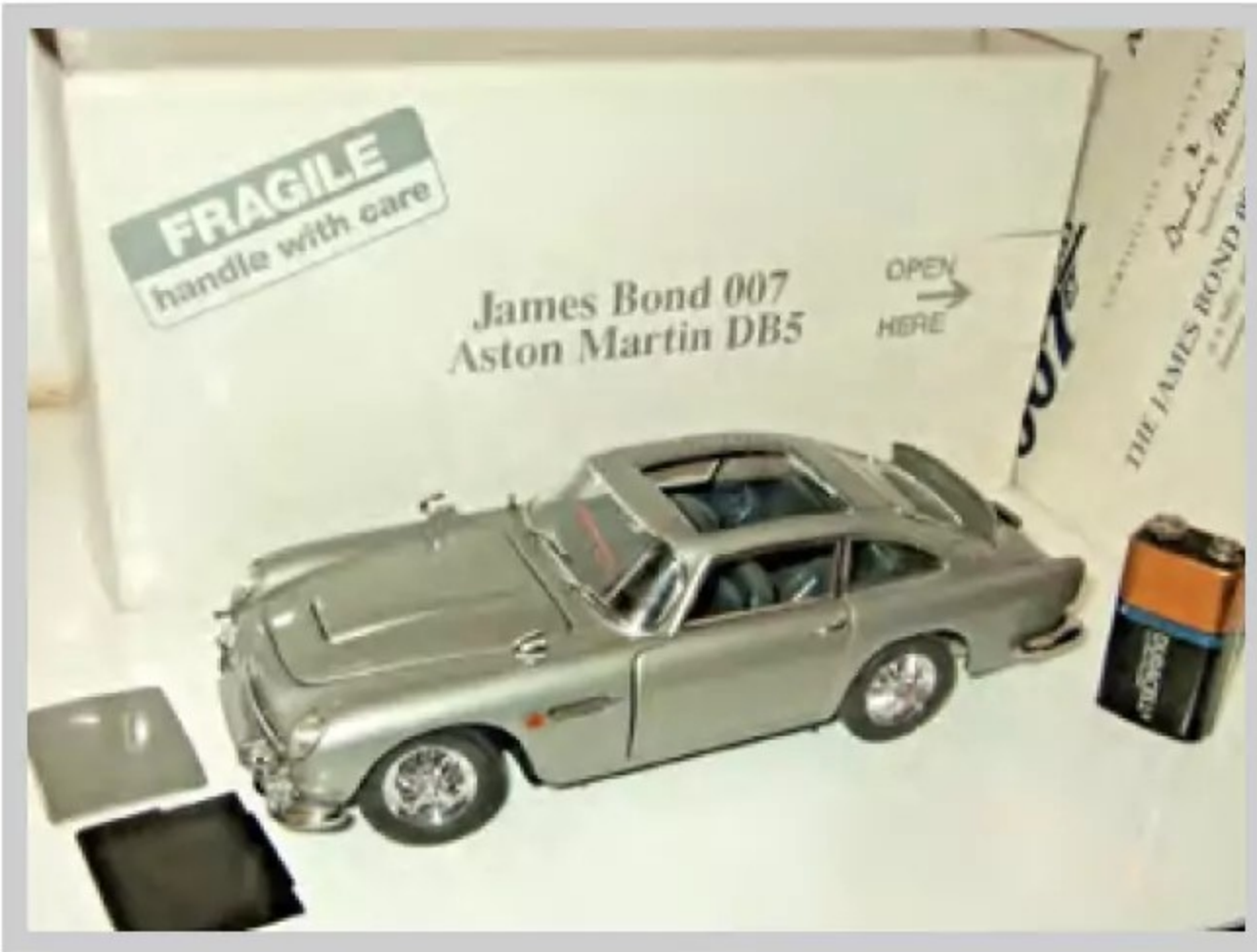
Item: Corgi 342 Lamborghini P400 GT Miura.
Condition: Rare example, excellent condition in original box. Box is slightly damaged.
Sold for: £208.70 (1 bid)



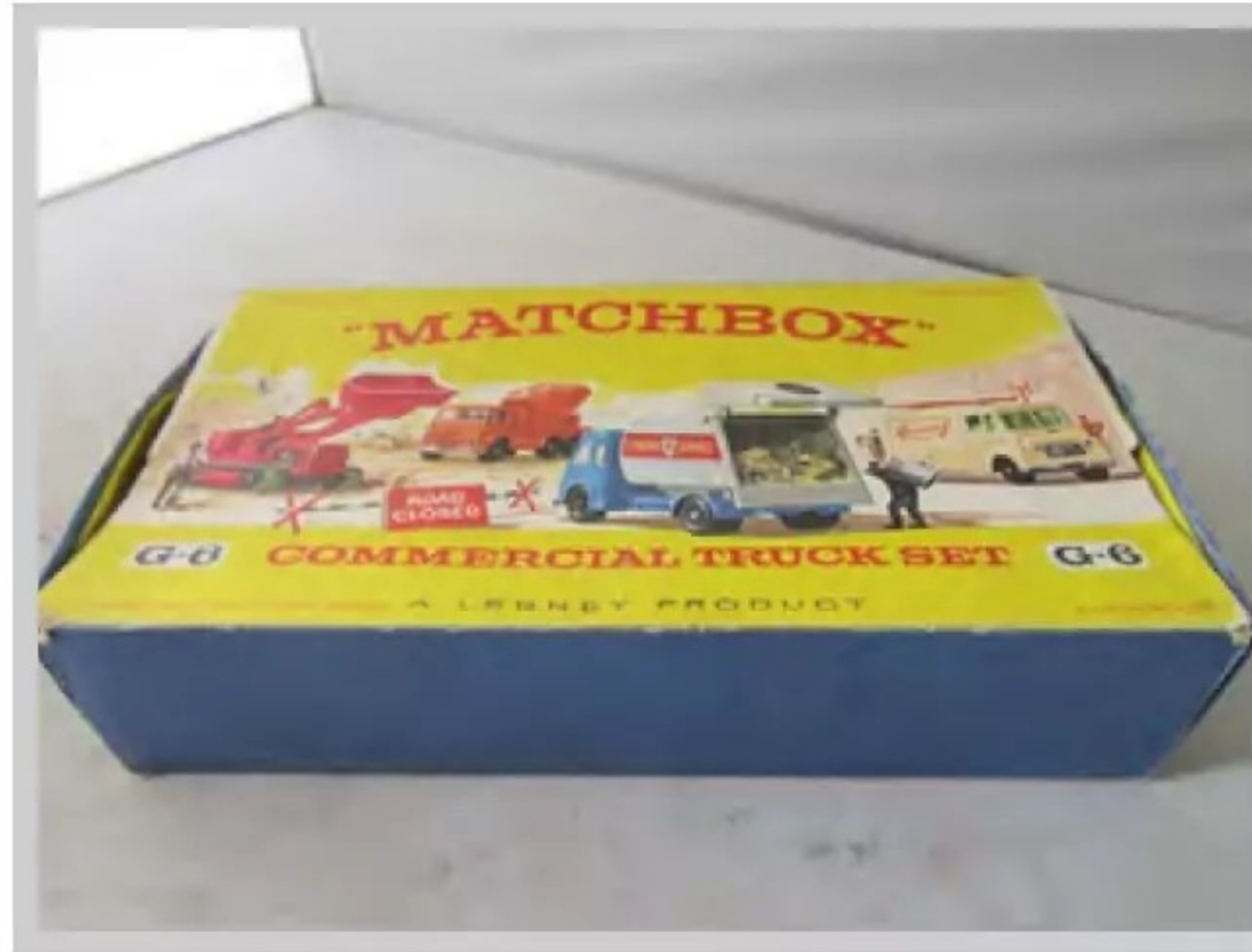
Item: Vintage Corgi Toys 339 Mini Cooper S.
Condition: Original box is a bit scuffed, model is in excellent condition.
Sold for: £113.78 (11 bids)



Item: Vintage Arnold CKAO A-754 Military Army Motorcycle German Tin Toy.
Condition: Good condition, small wear and tear.
Sold for: £223.80 (3 bids)



Item: Danbury Mint James Bond 007's Aston Martin DB5 Diecast Model 1:24 in Scale.
Condition: Superb overall condition.
Sold for: £168.00 (3 bids)



Item: Matchbox Commercial Truck Set G6.
Condition: Complete and excellent condition, in original box.
Sold for: £307.50 (1 bid)



Item: Corgi Toys, 336 James Bond Toyota 2000 GT.
Condition: Rare and in original box. Model in great condition.
Sold for: £155.65 (32 bids)



Item: Vintage Corgi Toys 853 Magic Roundabout Playground Playset.
Condition: Good, small marks visible due to age.
Sold for: £150.00 (1 bid)



Item: Vintage Space Tin Toy Jonezawa Space Explorer TV Robot, Boxed .
Condition: Used, defective, missing parts.
Sold for: £419.48 (26 bids)



Item: Vintage Polly Pocket 1996 Polly's Toy Land Book.
Condition: Great condition, complete set.
Sold for: £157.50 (4 bids)



Item: LEGO 7594 Toy Story Woody's Roundup.
Condition: Excellent condition in a sealed box.
Sold for: £147.08 (24 bids)



Item: LEGO Star Wars Figure Queen Amidala.
Condition: Very good used condition, as pictured.
Sold for: £126.50 (25 bids)



Item: 1920 A. C. Gilbert Co. Glass Blowing Set.
Condition: Complete set and in original box.
Sold for: £214.64 (5 bids)



Item: Porsche Steiff Teddy - 60 Years Edition.
Condition: Mint condition in original box.
Sold for: £179.67 (12 bids)



Item: UKBUS 6508B National Express E400MMC.
Condition: Brand new and boxed.
Sold for: £186.48 (8 bids)



Item: Accurascale Exclusives Class 66.
Condition: Excellent condition, tested.
Sold for: £476.00 (26 bids)



1

Impact Model Cars

The scale model sector is a fierce one at the best of times, so it is no mean feat for any new brand to enter the market.

The challenge was taken up by long-time friends Jez Crabb and Nicole Layzell. Jez had always loved cars—both/it and scaled, often telling Nicole how certain aspects of existing models could be enhanced, then customising them to gain accuracy. In conversation with Nicole one day, Jez told that weirdly, nobody had made a 1:18 version of UOO 303T-Bodie's Capri from London Weekend Television's infamous TV show. Nicole and Jez realised there was a gap in the market, and together, took a leap of faith to establish a new scale model brand – Impact Model Cars.

What gap in the market did you feel wasn't being properly addressed when you decided to launch?

At Impact Model Cars, we felt that having a strong USP would resonate more with collectors than other brands. We don't want to churn out endless models with no personal meaning. Sure, many of us had a Countach on our bedroom wall as children – but had we ever seen one, let alone driven or ridden in one?

In an exclusive interview, **Keith D'Souza** chats with founders Jez and Nicole, who share insights into their journey and what the future looks like.

With the models we aim to produce, we hope collectors can link their purchases to a story or memory they've had with the fullscale car. Our first model – the CI5 Capri – was chosen because of childhood memories of how the 3.0 Essex engine sounded, and when taken out in one for real, Jez fell in love with it. Plus, the Capri was one of the greatest British TV cars – and who didn't love watching it screeching and sliding around sideways, catching criminals in the 80s? Every release has a lot of thought behind it. Yes, we are a new brand, but we'd like to think we're a little more personal than some others.

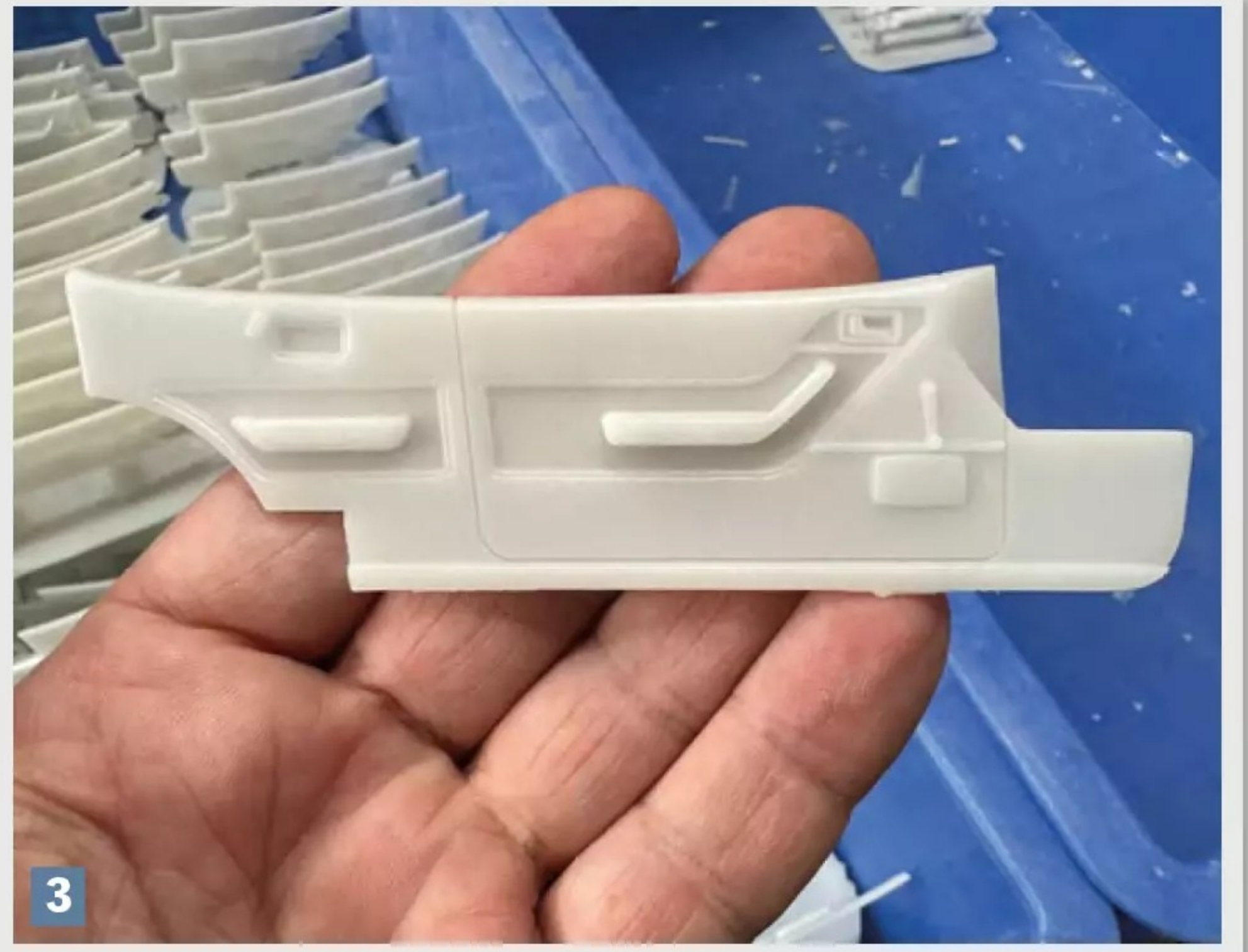
What would you say defines one of your models at a glance compared with established competitors?

Details and accuracy. We want our models to be as accurate as possible to the original 1:1 car – not just the wheels, badges, and exterior features. We aim to add as many details as we can within our price point. For example, with the TV-based Capri, we

included details such as the CB Radio and head unit, a sunroof operating instructions sticker on the windscreen, a tax disc, headlight surrounds, and bumper fixing details, to name but a few. We want this to be a miniature mirror of the real thing.

Can you talk us through the development process from first concept to finished model?

A huge amount of information is collected for the chosen model. This is compiled into a detailed brief covering inner and outer features, paint colours, interior fabrics, and any standout points that must not be missed. Photos from all angles are supplied to our model producer along with written instructions. A clay model is then handsculpted to scale. This may undergo revisions. Once approved, a 3D scan is taken to produce the resin moulds. Our models use resin with photoetched parts and some 3Dprinted components. We believe resin gives a better paint finish and more accurate shut lines and body details.



1. First resin test casts marking the exciting moment when digital ideas become tangible parts ready for refinement.
2. Development clay model showing ongoing refinement of contours to achieve the correct stance and visual balance.
3. Resin interior door card samples used to fine-tune fit and detailing before committing to final production tooling.
4. Interior sample displayed alongside the finished version, illustrating the journey from prototype to production detail.
5. Greyware prototype with trial-fitted parts, allowing alignment and assembly details to be checked before finishing.

Once moulds are ready, bodies and parts are cast and handpainted for the first colour sample. After drying, all components are assembled, and decals applied. Revisions continue until the prototype is approved. Then mass production begins.

Each model is a limited edition. It may reappear in a different format – sunroof open, windows down, a “dirty” version – but no two runs will ever be identical.

How much original research goes into each release, and what sources do you typically rely on?

We conduct extensive research for every model. We love finding special details that may have been overlooked – such as the sunroof operating sticker on the Capri windscreen. And this is what we believe differentiates us from the established pack. To give an idea about the level we have gone to, we watched hours of TV footage, capturing hundreds of images for accuracy, as well as looking at old Ford brochures for colours, trims, optional extras, and equipment. Future models will include even more exciting details.

Are there any compromises you've deliberately not been willing to make so far?

Nothing specific so far – but it's early days. Our model producer has gone above



and beyond what they're used to. We've probably given them a headache more than once with our requirements, but that's the standard we want to maintain for every model.

How important is feedback from collectors, and does it actively influence future releases?

Extremely important. We want collectors to be excited about our models and to look forward to new releases. Feedback helps us understand how well we're doing.

We look forward to interacting with buyers at events and fairs. If collectors tell us which cars have had an impact on them, we can consider these for future releases – especially standout suggestions. We want to continually improve; “good enough” isn't good enough. It has to be amazing and make an impact.



What can collectors expect from the brand over the next 12-24 months?

We think collectors will be pleased. While future releases must remain secret for now, we currently have around four models under development and manufacture. Our aim is to release three to four models per year. They will be varied, all limited editions, and will include some imaginative additions along the way. ■

O kay, I admit it – aluminium isn't quite the same as diecast lead, which has been the common thread throughout this A-Z series. But with Wend-Al, the chosen medium for casting figurines and other items was, unusually, something both lightweight and extremely robust.

AIRFRAMED

Based in Dorset, this company was established by Edward Kehoe, who took inspiration from a French company, that of Quiralu, which he'd seen just after the second world war. The process and material employed intrigued him, and on his return to the UK he set up shop. The year was 1946 and, despite the ongoing shortages, it seems that aluminium was readily available – and the business flourished, producing figures, animals, farm machinery and the like. It would last until the mid 1950s, a decade that witnessed greater realism in miniatures of all types, which may have contributed to the decline in sales of what were, in essence, fairly simplistic castings.

Interesting to note, the use of French moulds was all done quite legitimately, unlike some other, less scrupulous outfits that were operating at the time!

SCALES FOR ALL

Do you love a multiplicity of scales from which to choose? If that's the case, then Welly might be the answer to your dreams, for its range encompasses 1/60, 1/43, 1/32, 1/24, 1/18 and 1/10 scales: with that sort of span, you'd be hard-pressed, then, not to find something of interest. And if the range span itself doesn't excite, then the sheer breadth of its product lines certainly will, since Welly has bang-up-to-date models like the Mini hatchback or VW ID Buzz, as well as classics such as the Citroen Méhari and the Lancia Delta HF Integrale. Motorcycles, articulated lorries, vans and trucks of assorted descriptions also feature in various scales.

As for quality, well, at the bargain basement level there are the Pull back and Release models which run without a battery requirement; in the bigger scales, though, there is more to savour in terms of detail and finish; opening doors, bonnets and boots can all be found and interior detail is pretty good.

The 1/24 models, I feel, represent good value for money, for these certainly won't break the bank; some detail, like the windscreen wipers, would benefit from replacement since they are too thickly moulded, but this is a minor niggle. But if you can stretch to the even larger scale, you won't be disappointed.



1

A-Z of collecting

Alwyn Brice fetches up on the letter W as he trawls through the diecast lexicon.

RAILWAY FARE

“Prodigious” would be the word that I'd personally choose to describe the Wardie Master Model range. Aimed fair and square at the HO/OO model railway gauge fraternity, this interesting catalogue of accessories came at a time when, arguably, there was little else available in the marketplace for those wishing to add the finer details to their railway layouts.

Derived from parent company Kemlows, which was itself founded in 1946, Wardie's output pretty much monopolised this particular toy area. No stone (or indeed lump of granite!) was left unturned in its ongoing attempt to bring every possible extra to that miniature rail layout: from staff and passengers, through baggage, platform kiosks and machines, to signals, fencing, buffers and even tiny posters and track ballast, there was literally everything – and then some.

Of interest to those whose thoughts are more concerned with the road rather than the railway, items such as AA and Police boxes, petrol pumps, a filling station, garage and even a tractor and towable accessories may prove of interest in this small scale. Even though these interesting rail addenda date from the 1950s, they can still be unearthed at swap meets, even today; certain items are not too common, admittedly,

but any rail-focused stands may well yield an item or two. Slightly crude by modern standards, they nonetheless have a charm of their own.

Whilst Kemlow, in the 1970s, moved out of toy production, the Wardie legacy lives on.

BRIMMING OVER

Quintessentially English, Wells Brimtoy as a company was formed in 1932 although it was back in 1919 that one Alfred Wells, a toolmaker, began manufacturing tinplate toys. His operation expanded in 1924 to a factory in Walthamstow. Brimtoy itself began toy production in 1923, a reiteration of the British Metal and Toy Manufacturers, which had fallen by the wayside just after the first world war. In time, then, Brimtoy, one of the six biggest British toy manufacturers, was acquired by Wells.

Amongst the large output of tinplate buses, trucks, trolleybuses and coaches, models that really established the company, O gauge railway models are to be found; added to that, albeit primarily fashioned in tinplate, was a selection of household wares, including a cooker, washing machine, Hoover – and even a sink. The female child was thus not neglected!

Later models made use of a newly–



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- 1. Unmistakable in its claret and black livery, this is a 1/24 Citroen 2CV from Welly.
- 2. Non-wheeled transport from Wend-AI in the shape of a female equestrian.
- 3. I doubt you'll find better! As new, Wells Brimtoy breakdown truck with a rarely seen box.
- 4. Clockwork saloon car (a Buick?) was one of the few road cars from Wells Brimtoy. Available in several colours, and around 10 inches long, it was retailed under the Pocketoys label.

- 5. Tractor and trailer are diminutive examples of the huge range of railway layout accessories from Wardie.
- 6. Wardie's AA patrolman with distinctive motorcycle and sidecar.
- 7. Welly's 1/43 scale interpretation of the Alfa 149 Sportwagen.
- 8. Transport - but perhaps not as we know it... Wend-AI's mounted legionnaire makes use of a camel that has been flock sprayed for realism.

developed technology, plastic; and the smaller vehicles that turn up today often will be a combination of tinplate and this medium. That said, you can hunt down vehicles that are diecast; not plentiful, these

are worth looking out for. If boxed (which isn't very often, to be frank), expect to pay a proportionate premium.

Production at the Wells Brimtoy factory continued in London until 1965, at which

point the operation moved to Anglesey, in Wales, where it manufactured until being taken over by the Central Manufacturing and Trading Group in 1970. Toy production would finally cease in the late 1980s. ■



ABOVE. The restored Matchbox Superfast Daimler Fleetline 'Londoner' double-decker, sporting a German Aral advertising banner.

After a recent visit to Spalding Toy Fair, my Matchbox Superfast collection edged closer to double figures, a modest total by serious collector standards, perhaps, but enough to spark my enthusiasm for the hobby. Not every addition, however, was quite display-ready. A few models, particularly my Londoner bus, were showing the unmistakable signs of heavy play: chipped paint, dulled wheels, and the general wear that only decades of enthusiastic handling and play can produce.

Inspired by the recent restoration articles by Rick Wilson and Ian McDermott in *Diecast Collector*, I decided it was time to try some restoration work of my own. The goal was not perfection, but revival, breathing new life into models that had clearly lived full toy-box lives.

LETS GET READY

Restoring a vintage die-cast model rarely begins with paint. Instead, it starts with careful dismantling. This model, constructed from both plastic and cast-metal components, needed to be separated into individual parts before any meaningful work could begin. Attempting to clean or repaint it while assembled would only have produced uneven results. Preparation, as always, is the key to success.

Using a Dremel rotary tool, I carefully ground away the rivet beneath the rear lower-deck window. The process required patience, removing just enough metal to

How to revive a battered bus

Inspired by recent articles, **Mike**, our designer, tries bringing his Superfast Londoner back to life.

release the body without damaging the casting. Once freed, the model came apart easily, revealing seven main components: the cast-metal upper deck, cast-metal lower deck, cast-metal base, plastic upper interior, plastic lower interior, and two wheel-and-axle assemblies. Seeing the model reduced to its constituent parts made the project start to feel achievable.

The metal body sections showed the most obvious signs of age. Layers of chipped and faded paint were removed using a small pot of Humbrol paint stripper. Both castings were left to soak overnight. By morning, the softened paint was wiped away with an old cloth, followed by a rinse in warm, soapy water. A cocktail stick helped remove any remaining stubborn flecks from corners and window frames.

With the paint removed, the bare metal was polished using a fibreglass brush. This stage transformed the appearance of the

castings, smoothing imperfections and removing any oxidation. Gradually, the dull grey metal developed a soft sheen, creating the ideal surface for primer.

The plastic interior mouldings required a gentler approach. Fortunately, they had survived well. A simple wash in lukewarm water with a small amount of washing-up liquid restored their appearance nicely. Care was essential; ageing plastic can become quite brittle, and even light pressure can cause it to crack.

Next came the wheels and axles, small components that told a big story. Hair and fluff were tightly wound around the axles, evidence of long-ago journeys across carpets and floorboards. After carefully removing the debris, the wheels were washed and dried. A light application of furniture polish revived the tyres' appearance. The worn silver hubs were retouched with a fibre-tipped pen, restoring definition and brightness.

The Daimler Fleetline



Few vehicles capture the spirit of Britain's urban transport heritage quite like the Daimler Fleetline double-decker. Introduced in 1960, this rear-engined bus chassis represented a decisive step forward in design, helping to modernise city travel during a period of rapid change. Built by Daimler and later marketed as the Leyland Fleetline, the type became a familiar and reassuring presence in municipal fleets across the United Kingdom, remaining in production until 1983.

The largest customer by far was London Transport, which purchased an impressive 2,646 examples between 1970 and 1978. In the capital, the model was promoted as "The Londoner Bus" to avoid confusion with the Fleet Line of the London Underground, then under construction. The first Fleetlines entered passenger service on 2 January 1971, operating from garages in Brixton and Shepherd's Bush. Their combination of rear-engine layout and modern styling marked a clear break from earlier generations of London buses.

Yet progress never stands still. By 1979, withdrawals had begun as new designs, notably the Leyland Titan and the MCW Metrobus, arrived to take their place. Many retired Fleetlines passed through dealers such as Ensignbus or were consigned to scrapyards, though hundreds enjoyed a second life. Throughout the 1980s, particularly in the wake of deregulation, they became dependable workhorses for independent operators nationwide. Others travelled further afield, finding renewed purpose in Hong Kong.

Today, the Fleetline's distinctive outline endures as a symbol of a transformative era in British bus design, a practical, hardworking icon woven into the fabric of everyday London life.



PAINTING

With preparation complete, painting could begin. Every component was checked to ensure it was free from dust and grease. Two thin coats of Tamiya acrylic primer were applied. Rather than spraying directly onto the model, the paint was misted on in gentle passes, gradually building coverage while preserving casting detail.

Once dry, three thin coats of Revell red were applied using the same technique. Allowing each layer to dry fully ensured an even finish. Then, after several days of curing time, a semi-gloss varnish sealed the paintwork, while the base received a neat, thin coat of gloss black.

BACK TOGETHER

Then came the most satisfying stage of the project, reassembly. Because the model had been dismantled carefully, putting it back together proved straightforward. The rivet that had been ground down earlier clicked back into place with reassuring firmness. Although glue was almost unnecessary, a small smear of superglue inside the body provided extra security.

The interior sections slotted neatly into position, the base aligned perfectly, and the wheels were refitted. Particular attention was paid to the very fine Superfast axles, ensuring they rotated freely, a small detail that preserves both authenticity and playability.

ABOVE. Items used on the project include: Tamiya fine surface primer, Revell acrylic red and semi-gloss varnish which were all used to paint the diecast body, and the fibreglass pen came in extremely useful for burnishing it as a preparation before painting.

With the structure complete, only the side advertisement remained. The model had arrived wearing a very worn Berger Paints banner, commonly seen on surviving examples. Initially, I considered designing a replacement decal myself using desktop-publishing software. However, a browse through eBay revealed a wide range of ready-made stickers and waterslide transfers at reasonable prices. Among them was a less common 'Aral, Deutschlands Autopartner Nr. 1' design that felt both authentic and distinctive.

Applying the sticker required a steady hand and patience, but once smoothed into place it transformed the model's appearance. Suddenly, the bus looked complete again, not quite brand new, more well restored.

What had once been a tired, play-worn toy was now ready for display. More importantly, the process itself proved deeply rewarding. Restoration is not about erasing the past; it is about preserving it. Every scratch removed and every detail revived reconnects the collector with the object's history, and with the simple joy that made these miniature vehicles so special in the first place. ■



In the summer of 2024, NASCAR announced a new diecast product line with Disney Pixar's Cars. And after seeing 20 rows of different liveries in B&M last week, I thought, why have we not discussed this sooner?

Not only is it a new selection of diecast models for already avid collectors, but it will enable young fans of the franchise to dip their toes into the world of collecting, and who knows they may start a lifetime hobby in the process. For established collectors, it represents another exciting branch of officially licensed merchandise to hunt down and display. For younger fans, it offers something tangible and accessible: a first model car, a first display, perhaps even a first step into a broader appreciation of motorsport culture.

Collaborating with Disney and Pixar creates an amazing opportunity to engage the next generation of collectors and race car fans. The Cars franchise already has a loyal and enthusiastic audience and blending that familiarity with NASCAR inspired design makes the transition into diecast collecting feel natural rather than niche. It introduces the world of diecast in a fun and familiar way, combining beloved animated characters with the aesthetics and branding of real-world racing.

Each vehicle is 1:55 scale and has NASCAR-inspired designs, a metallic body and rolling wheels. The attention to detail makes them feel substantial while still being accessible as toys. Every vehicle comes with a matching pit stop barrier to add to your display, encouraging not just play but presentation. There is also a set available that comes with a two-and-a-half-foot track modelled after the fictional LA racetrack, allowing fans to recreate race-day scenarios straight out of the Cars universe. It bridges

The new Disney collecting craze

Our Junior Content Editor **Amelia** looks at the new collaboration of diecast models taking over the collecting world, and it's all about her favourite thing: Disney!

the gap between imaginative play and structured collecting, giving children a sense of ownership over their growing display.

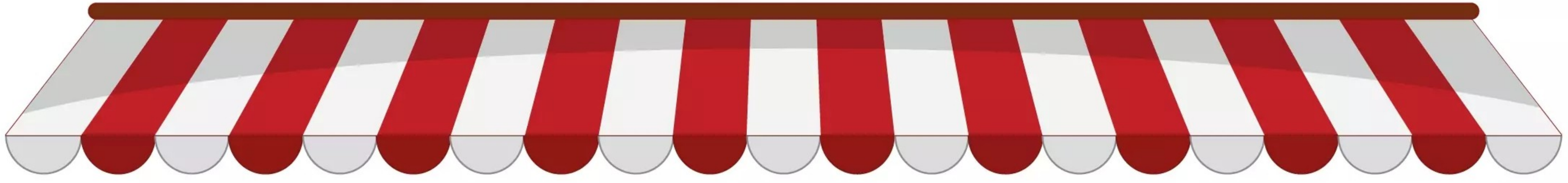
As I said previously, you can buy these sets at B&M in the UK, but you can also buy these from an array of different websites including Mattel, Disney Store, The Entertainer and Amazon. This level of availability is significant. By ensuring the product is stocked not only in specialist toy shops but also in supermarkets and major online platforms, the barrier to entry is lowered considerably. Parents do not have to seek out niche retailers, and children are more likely to encounter the products during everyday shopping trips.

This may be the newest selection of Disney Cars diecast, but Mattel released the first line of 1:55 scale models in 2006 of the characters from the first film. That original range proved just how strong the demand was for collectable versions of Lightning McQueen and his fellow Radiator Springs residents. Beginning in May 2011, most of these cars were taken out of stores and replaced with the Cars 2 diecast line, reflecting the natural progression of the franchise and the way merchandise evolves alongside new releases.

In late 2007, Mattel began to assign numbers to each of the Cars packaged as singles; for example, Lightning McQueen was number one and Mater was number 20. This created more of an incentive to collect them and collect all the numbers. Numbering transformed the cars from simple character toys into a cohesive set. It introduced the concept of completion, the idea that you were not just buying a favourite character but building towards a full collection.

By making all these models more accessible, for example displaying them in supermarkets, it means the younger generation are experiencing these models more and gives them a real chance to start their journey in collecting. Collecting is rather common among the younger generation already; it just happens to be things like trading cards, beauty products and vinyl. But hopefully, by making diecast more accessible, it will open doors to the younger generation of collectors. If even a small percentage of young Cars fans develop an interest in diecast through this collaboration, it could cultivate a new wave of enthusiasts who carry that passion into adulthood, and that is something both collectors and brands alike can appreciate. ■

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YORK SATURDAY 30TH MAY
YORK SPORTS CENTRE
University of York, James Way, Heslington, York, YO10 5NA - 10:30am-3pm
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Interested in selling your collection or want a table to sell your stock?
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SUNDAY 3 MAY 9.45am - 1.15pm
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SUNDAY 7 JUNE 9.45am - 1.15pm
SWEYNE PARK SCHOOL, RAYLEIGH, ESSEX SS6 9BZ

BROMLEY, KENT
SUNDAY 28 JUNE 9.45am - 1.15pm
BROMLEY HIGH SCHOOL, BLACKBROOK LANE, BROMLEY, KENT. BR1 2TW

DITTON, KENT
SUNDAY 12 JULY 9.45am - 1.15pm
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RAYLEIGH, ESSEX
SUNDAY 20 SEPTEMBER 9.45am - 1.15pm
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BROMLEY, KENT
SUNDAY 27 SEPTEMBER 9.45am - 1.15pm
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BROMLEY, KENT
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10am - 2pm » approx. 150 tables » 6ft table £35
» Admission (16+) £3.50, Accompanied Ch (15 and under) Free

SPALDING SUNDAY 31ST MAY 2026
Springfields Events & Conference Centre, Camelgate, Spalding, Lincs PE12 6ET
10am - 2pm » approx. 150 tables » 6ft table £35
» Admission (16+) £3.50, Accompanied Ch (15 and under) Free

BRENTWOOD SATURDAY 4TH JULY 2026
The Brentwood Centre, Doddinghurst Road, Brentwood, Essex, CM15 9NN.
10am - 2pm » approx. 180 tables » 6ft table £40
» Admission (16+) £4 per person, Accompanied Ch (15 and under) Free

SPALDING SUNDAY 26TH JULY 2026
Springfields Events & Conference Centre, Camelgate, Spalding, Lincs PE12 6ET
10am - 2pm » approx. 150 tables » 6ft table £35
» Admission (16+) £3.50, Accompanied Ch (15 and under) Free

SPALDING SUNDAY 20TH SEPTEMBER 2026
Springfields Events & Conference Centre, Camelgate, Spalding, Lincs PE12 6ET
10am - 2pm » approx. 150 tables » 6ft table £35
» Admission (16+) £3.50, Accompanied Ch (15 and under) Free

BRENTWOOD SATURDAY 26TH SEPTEMBER 2026
The Brentwood Centre, Doddinghurst Road, Brentwood, Essex, CM15 9NN.
10am - 2pm » approx. 180 tables » 6ft table £40
» Admission (16+) £4 per person, Accompanied Ch (15 and under) Free

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Email: jandjairs@gmail.com



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FAIRS

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Dalesman Diecast
01943 873420

29TH MARCH

• Rainton
Jim Corr
07504 035955

29TH MARCH

• Malvern
Bulldog Fairs
07379 578083

2ND APRIL

• Theydon Bois
Joe Lock
07866 641215

3RD APRIL

• Deeside
Tony Oakes
01270 652773

5TH APRIL

• Potters Bar
Joe Lock
07866 641215

11TH APRIL

• Pudsey
Rod & James Fairs
r.ash@tinyworld.co.uk

12TH APRIL

• Kempton Park
R M Toys
02392 262446/07957 823507

18TH APRIL

• Maidstone
Mike Spencer
01622 298159 / 01732 840787

18TH APRIL

• Reading
British Model Soldier Society

18TH APRIL

• Ludlow
Tony Oakes
01270 652773

19TH APRIL

• Ashington
David Parsons
07742 609865

19TH APRIL

• Musselburgh
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19TH APRIL

• Newton Abbott
Ray Heard
01823 480097



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25TH APRIL

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01522 880383

25TH APRIL

• Exeter
Bulldog Fairs
07379 578083

26TH APRIL

• Kidderminster
Tony Oakes
01270 652773

3RD MAY

• Ditton
KRJ Vintage Toy Fairs
07977 646386/ 07889 901729

9TH MAY

• Oxford
Richard Atkins
01869 347489

10TH MAY

• Steyning
David Parsons
07742 609865

10TH MAY

• Windsor
Windsor Static
07810 513576

10TH MAY

• Walsall Wood
Transtar Promotions
01922 643385

10TH MAY

• Cornwall
Bulldog Fairs
07379 578083

16TH MAY

• Oswestry
Jackson & Jackson Events
07967 681080

17TH MAY

• Port Sunlight
Jackson & Jackson Events
07967 681080

17TH MAY

• Gateshead
Jim Corr
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28TH MARCH

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10TH APRIL

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11TH APRIL

• Canterbury
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15TH APRIL

• Bury St Edmunds
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19TH APRIL

• Kenardington
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28TH APRIL

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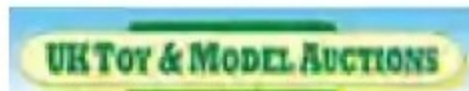
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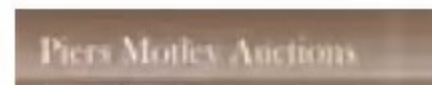
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