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1:72 Scale



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1:50 Scale



Carama - Commercial vehicles



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CORGI

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1:18 Scale

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Other Scale

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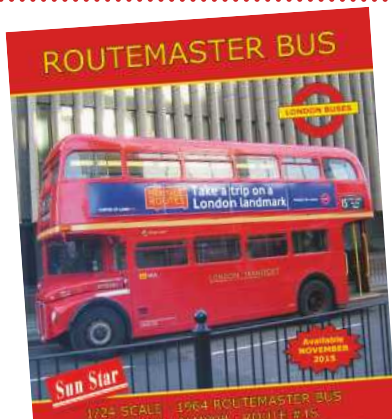


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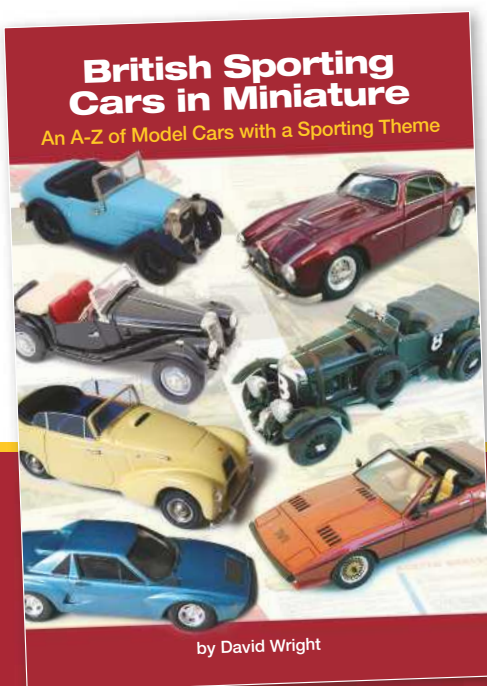
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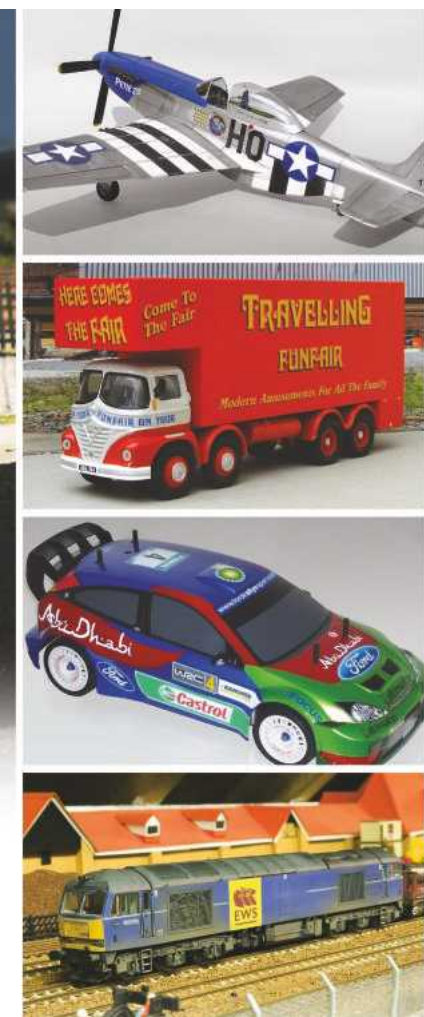
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welcome



We've had some splendid new releases in for review this month and I never envy the decision our reviewer, Dom, has to make when it comes to picking a Model of the Month - although I have to say his choice in this issue (see page 16) is not only a little gem but also marvellous value for money. Reviews are, naturally, subjective, and of course one of the reasons the Letters pages are there is so that you can also have your say. I think what's really given Dom's comments and assessments such a strong following over the years, though, is that he doesn't sit on the fence but calls things as he sees them. Fortunately, the majority of model manufacturers appreciate that we are a consumer magazine, not a catalogue, and that only honest critique makes praise truly credible; and likewise they understand that every now and then we're going to ask for comment on your gripes and concerns. But with so many in the industry being genuine enthusiasts themselves, it's always a privilege to be able to chat with them and be able to bring you interviews, news and updates on their work. This month, for example, we're able to introduce you to the recently launched brand AutoCult (see page 26), and I have to say it was a pleasure conversing with founder and MD Thomas Roschmann of AutoCult, as he's clearly passionate about his plans to bring lots of fascinating and totally unexpected 1:43 models to the market. It's a range well worth keeping an eye on, as it promises some unusual and perhaps previously unconsidered thematic additions. All out of space, but before I leave you to get on with all the great reading in this issue, I must just add that we've got some not to be missed feature length articles lined up for you next month and the opportunity to win the most beautifully illustrated and absolutely wonderful book (see page 89). Enjoy your read!

Treasured, but...

LINDSEY'S
COLLECTION

While out on a Sunday walk recently I was thrilled to see the Red Arrows fly overhead in tight diamond formation. So when I got home I just had to dust off the 2004 Corgi Showcase Red Arrows 40th Display Year Commemorative Set with its nine individually serial numbered Hawks that's been languishing in my loft. It's fab, but included in the box is a cardboard kit that if I only had the space would build into a rather striking display stand. It's a dilemma: I want to keep it, but now feel guilty about it being packed away instead of enjoyed.



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PAGE 44

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38 Quick Vic.....
A 1:43 tribute to Vic Elford, arguably the most versatile driver in motorsport back in the 1960s/70s



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NEW RELEASES

Reviewed & rated



THE UK'S
BIGGEST
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REVIEW
SECTION

Trump card

Observers of the Zeitgeist say that people are more distanced from politics and politicians than ever before. Yet at the moment we're busily enjoying the shenanigans with the search for a new Labour party leader in the UK and Republican candidate in the US. I wonder, though, if we could still be encouraged today to 'Vote for Corgi' or, as Dinky would have it, 'Vote for Somebody'. As you probably know, there was even a Dinky Bedford CF van extolling Jimmy Carter's virtues. Maybe it's odd to us that any toy manufacturer would chose electioneering as a subject. Perhaps we were more political in the 60s and 70s. And perhaps again the lack of such merchandise is more a sign that we've moved on, rather than become apathetic?

Domini's

WIN one of the great New Releases featured over the page in our prize draw
Turn to p.23 for full details

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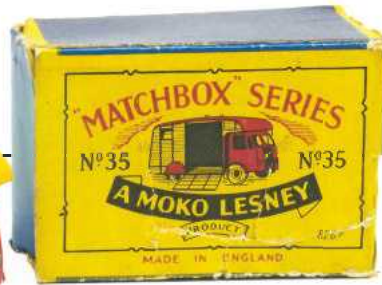
Kevin Narramore, Swindon, Wiltshire;

Nigel Pilkington, Nelson, Lancashire

and P. Gambling, Norwich, Norfolk

Congratulations to you all!

Turn the page for Dom's views on all this month's new models...



46 Horseboxes from toy boxes
The classic contemporary wooden horsebox and cattle transporter toys from the late 1950s/early 1960s



52 A working Dinky Toys display
David Busfield shares details and photographs of his latest project, based on an original 1959 design concept

54 Sizing up CIJs
We're back on the scale trail, exploring the work of classic French toy manufacturer Compagnie Industrielle du Jouet



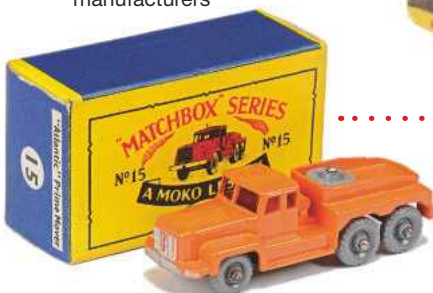
60 Monsters & Thoroughbreds
The story of the 1906-1914 motor racing pioneers, as told in 1:43 scale



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70 Auction News
We report back on the models making money in the salesrooms and on eBay



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What's new? NEW RELEASES

Oxford Diecast Plaxton Panorama, Flights
1:76 scale | rrp £14.95 | cat no. 76PAN002

Dom's verdict

Models as good as this may well invigorate the jaded palate of bus collectors. The quality of the taillights and grille is outstanding. The interior has plenty of detail, clearly visible through excellent window and skylight glazing. Side panels are crisp and nicely defined and the vehicle rides on most attractive wheels and tyres.

A very fine model and superb value | RATING: 10 / 10

CONTACT DETAILS

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DOM'S CHOICE



▲ Taillights are delicately moulded and decorated.



Scores 10/10!



◀ The grille on this model is a miniature marvel.

Britains New Holland LM7.42 Telehandler
1:32 scale | rrp £18.99 | cat no. 43085A1



Dom's verdict

Four wheel steering, raising and extending arm and the option of three fork or shovel attachments add up to a model with masses of play value. Its well made and sturdy, with many of the plastics used flexible enough to handle vigorous backyard action but its detailed enough to please most adults.

Scoop one up | RATING: 8 / 10

CONTACT DETAILS

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Best of Show Mercedes 540K Autobahnkurier
1:87 scale | rrp £14.26 | cat no. 200195



Dom's verdict

The particular car may be quite exotic to some collectors, but nobody could belittle the fact that all the glazing, including the tiny rear windows, has been separately applied in pieces, nor that the teeny interior is packed with so much detail. The paint finish is tip top and the wheels are most impressive.

Small but perfectly formed | RATING: 8 / 10

CONTACT DETAILS

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WE TRY BEFORE YOU BUY All you need to know before buying your next model >>>

Minichamps McLaren F1 GTR, Le Mans 1997

1:18 scale | rrp £164.99 | 2,000 pieces | cat no. 530 133741



Dom's verdict

This is certainly a very beautiful model, with a fantastic Gulf Racing finish over a finely crafted body. Engine detail is good and so is the interior. But I have my doubts about the hinges, especially the top hinges, to those gull wing doors, which I fear may not be sturdy enough to resist much handling.

Fabulously but potentially fragile | RATING: 7 /10

CONTACT DETAILS

See ads or call Amerang on 01903 765 496 for stockist advice.

Hot Wheels Elite Arkham Knight Batmobile

1:18 scale | rrp £169.99 | cat no. BLY23



Dom's verdict

Clearly dedicated Bat fans and gamers will have to have an example but I am not entirely convinced that it's worth the price. A lot of it is plastic and easily damaged plastic at that and when the cockpit is opened the interior is not quite as exquisitely detailed as described on the box.

Arguably expensive hype | RATING: 7 /10

CONTACT DETAILS

See ads or call Amerang on 01903 765 496 for stockist advice.

Otto Fiat Barchetta

1:18 scale | rrp £89.99 | 1,250 pieces | cat no. OT168



Scores 10/10!

Dom's verdict

Straight out of the box this model looks stunning in orange, with paint finish to Otto's usual high standard. There's a very nicely completed interior; I especially like the centre console. The panel and shut lines are delightful and the silvered wheels look just the part. Head, fog and tail lamps are all very fine.

A fab evocation of Fiat's little spyder | RATING: 10 /10

CONTACT DETAILS

See ads or call John Ayrey on 01274 594119 for stockist advice.

Oxford Diecast Diamond T980 Tank Transporter

1:76 scale | rrp £23.95 | cat no. 76DT001



Scores 10/10!

Dom's verdict

This combo is a new tooling and its first outing sees it as a Cairo-based Western Desert unit from 1942. The cab, grille, chassis, winch, wheels and tyres all add up to a stunning piece, and, as if that isn't enough, you get a complete die-cast trailer and drop-down ramps and steering front wheels.

A strong Model of the Month contender | RATING: 10 /10

CONTACT DETAILS

See ads in this magazine or call 01792 643 500 for stockist advice.

EFE Atkinson Articulated Box Van, BR National Carriers

1:76 scale | rrp £34.50 | cat no. 40201



Dom's verdict

This is a neat enough little model and the livery is sure to appeal to numerous model railway enthusiasts and those who enjoy creating 1:76 dioramas. I can't help but feel, though, that at this price some of the detailing, such as those painted in rather than glazed twin headlamps, is a tad basic.

OK but should perhaps deliver more at this price | RATING: 7 /10

CONTACT DETAILS

See ads in this magazine or call 020 8344 6703 for stockist advice

Otto Peugeot 106 Rallye Ph.2

1:18 scale | rrp £89.99 | 1,250 pieces | cat no. OT621



Scores 10/10!

Dom's verdict

The legion fans of the rampant lion are bound to be after this model, as its so cute and so very well made. As we've come to expect from Otto, even the headlining is included, with accurate interior trim and a fabulous paint finish to the exterior. Everything is put together so very convincingly.

A little better | RATING: 10 /10

CONTACT DETAILS

See ads or call John Ayrey on 01274 594119 for stockist advice.

What's new? NEW RELEASES

■ Britains John Deere 8370R Tractor

1:32 scale | rrp £26.99 | cat no. 42999



Dom's verdict

OK, so the hard plastic tyres look a bit unrealistic, but you do get one heck of a big toy. Did I say toy? Well, looking at the splendid cab interior, decoration and working features then perhaps I'm being unjust and maybe Britains has, again, produced a model that will appeal to players and collectors alike.

Plenty of pull | **RATING: 7 /10**

CONTACT DETAILS

See ads or call
Tomy UK on
01271 336 155 for
stockist advice.

■ Oxford Diecast Commer Commando, RAF

1:148 scale | rrp £6.45 | cat no. NCOM001



Dom's verdict

The only minus with this new tooling is the lack of interior, which is probably more noticeable on a vehicle with a deck and a half. What you do get is a very neat model with excellent glazing & a wonderful grille. The wheels look great too. Paint finish is top-notch, with some very intricate silver detailing.

Could do with an interior, but still good | **RATING: 7 /10**

CONTACT DETAILS

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magazine or call
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■ EFE Plaxton Pointer Dart, Clydeside

1:76 scale | rrp £34.50 | cat no. 20650



Dom's verdict

Clydeside's bright and cheery scheme certainly looks good on this model of fleet number 402 operating route 905 to Glasgow. Windscreen glazing could be a better fit on the example we've seen, though, and once again I have to point out I'd expect some of the detailing to be finer at this price.

Pricey for what you get | **RATING: 7 /10**

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■ Best Of Show Mercedes-Benz G4

1:87 scale | rrp £14.26 | cat no. 200197



Dom's verdict

This is a fascinating model of a Wehrmacht staff car, so synonymous with big parades in the pre-war era. It's very well made, with a most convincing interior. The glazing is flexi plastic, so handle carefully. The wheels are fantastic and as a whole it's very well made and painted

An impressive miniature | **RATING: 8 /10**

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■ EFE Leyland Olympian, Sovereign Buses

1:76 scale | rrp £34.50 | cat no. 29634



Dom's verdict

Portraying fleet number L303 working route 114 to Mill Hill Broadway, this will make a good display companion for EFE's model of L308 bound for Golders Green Station on route 13, previously issued under ref. 29625. But once again, there's some room for improvement when it comes to fine detail.

Perhaps more 'sovs' than can be justified | **RATING: 7 /10**

CONTACT DETAILS

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■ Hot Wheels Elite Herbie Goes To Monte Carlo

1:18 scale | rrp £169.99 | cat no. BLY22



Dom's verdict

Though this is £5 cheaper than the first 1:18 HW Herbie release, reviewed in a previous edition of New Releases, that's not much to dance about. This is a perfectly nice model with good detailing, but I just can't see it justifying the price and so personally would plump for the 1:43 version.

Good but not good value | **RATING: 6/10**

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WE TRY BEFORE YOU BUY All you need to know before buying your next model >>

GT Spirit Bentley Turbo R

1:18 scale | rrp £111.99 | 1,000 pieces | cat no. GT050



Scores 10/10!

Dom's verdict

This super model has been made in comparatively small numbers, so if you're a Bentley fan, act fast! The interior, with its elegant detailing, is worth the price alone. Add to this a flawless paint finish, subtle brightwork and terrific glazing and the result is a prestige model that's worth every penny.

Top quality and value | RATING: 10 /10

CONTACT DETAILS

See ads or call John Ayrey on 01274 594119 for stockist advice.

Minichamps Brabham Ford BT49C, Nelson Piquet

1:18 scale | rrp £164.99 | 999 pieces | cat no. 117 810005



Dom's verdict

Hmm. Well, this model looks all right, so long as you don't touch it. Our sample came with a top steering strut that was parting company with the bodywork and the plastic components are quite flimsy. In comparison the body's quite heavy. The paint and decoration's good. But the price is high.

OK, but fragile and expensive | RATING: 6 /10

CONTACT DETAILS

See ads or call Amerang on 01903 765 496 for stockist advice.

EFE Plaxton Panorama Bristol Dome, Tillings National

1:76 scale | rrp £34.50 | cat no. 29510



Dom's verdict

EFE has portrayed fleet number PL 9438 on tour in Switzerland. Livery, glazing and wheels are good and I especially like the antimacassar head rest covers on the seats. At more than twice the price of the MOM OD coach, however, detailing to lamps, indicators, etc, should be much finer.

Nice enough but price is steep | RATING: 7 /10

CONTACT DETAILS

See ads in this magazine or call 020 8344 6703 for stockist advice

Oxford Diecast Austin Seven RN Saloon

1:76 scale | rrp £4.75 | cat no. 76ASS001



Dom's verdict

This new tooling is a jolly little affair and, dare I say it, even finer than the 1:43 equivalent by OD. The paintwork and lining is a real masterpiece and though the wheels are printed clear plastic discs, they look suitably correct and skinny. There's a lovely and detailed interior and a spiffing grille.

A real gem | RATING: 9 /10

CONTACT DETAILS

See ads in this magazine or call 01792 643 500 for stockist advice.

Britains New Holland T8.435 Tractor

1:32 scale | rrp £24.99 | cat no. 43007



Dom's verdict

This is another sturdy model from Britains, which will undoubtedly stand the test of time in the playground. But compared to the John Deere Tractor reviewed on a previous page this month, the cab is more toy-like with its grey fittings. The paint finish is good, though, and exterior detailing is acceptable.

OK, but rather basic | RATING: 7 /10

CONTACT DETAILS

See ads or call Tomy UK on 01271 336 155 for stockist advice.

Otto BMW 850 CSI

1:18 scale | rrp £89.99 | 3,000 pieces | cat no. OT158



Scores 10/10!

Dom's verdict

The real car was very expensive at the time and survivors are few. But a revival has started and, looking at this gorgeous model, I can see why. The paint finish and glazing are flawless and there's a fab interior, excellent wheels, grille, lamps and perfect panel lines. It's a real winner.

A great model of a rediscovered classic | RATING: 10 /10

CONTACT DETAILS

See ads or call John Ayrey on 01274 594119 for stockist advice.

What's new? NEW RELEASES

■ Oxford Diecast Jaguar V12 E Type Coupe

1:43 scale | rrp £22.95 | cat no. JAGV12003



Dom's verdict

I think OD has got this ensemble off pretty well. I really like the detailed wheels and the restrained use of chrome plating combined with silver paint. The shape seems good to me and the all important grille is terrific. The interior is well kitted out and I appreciate the comprehensive exhaust pipes

Good looking and great value | RATING: 8/10

CONTACT DETAILS

See ads in this magazine or call 01792 643 500 for stockist advice.

■ Britains John Deere 7310R Tractor

1:32 scale | rrp £20.99 | cat no. 43088A1



Dom's verdict

This is another fine looking John Deere tractor by Britains. I'm not biased about tractor brands. It's just that the current crop of John Deere models look better. The cab is well detailed, right down to the anti slip flooring & though I still think the wheels are a little too shiny, the casting and paintwork are tops.

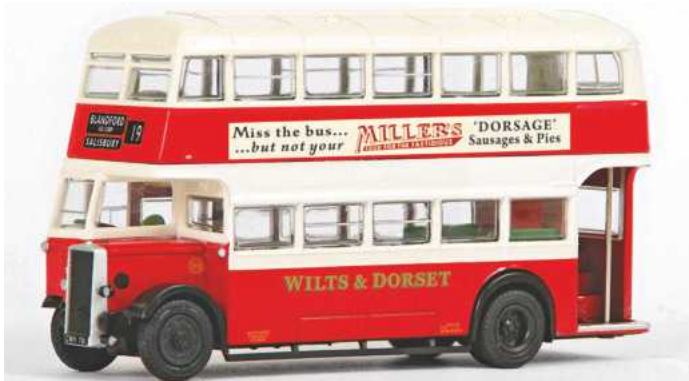
More fun and games from Britains | RATING: 8/10

CONTACT DETAILS

See ads or call Tomy UK on 01271 336 155 for stockist advice.

■ EFE Daimler Utility Bus, Wilts & Dorset

1:76 scale | rrp £34.50 | cat no. 26412



Dom's verdict

EFE has turned out fleet number 263 working route 19 to Salisbury via Blandford Camp. The post-war livery has been nicely applied and I like the period ad for Millers sausages and pies. Overall it's a nice piece of nostalgia but I suspect 'the fastidious' may, like me, expect just a little more for their money.

Price justification provides food for thought | RATING: 7/10

CONTACT DETAILS

See ads in this magazine or call 020 8344 6703 for stockist advice

■ Oxford Diecast Austin Seven RN Van

1:76 scale | rrp £04.75 | cat no. 76ASV001



Dom's verdict

Another new tooling from OD and a guaranteed hit with railway and diorama enthusiasts, I expect. Why? Well, being unadorned with advertising means creative types can go wild with their transfers, paint pots and brushes. Aside from all that, it's a grand little casting with bags of charm.

A great new tooling with lots of potential | RATING: 8/10

CONTACT DETAILS

See ads in this magazine or call 01792 643 500 for stockist advice.

■ GT Spirit Porsche 964 RSR, Martini Racing

1:18 scale | rrp £111.99 | 2,000 pieces | cat no. GT046



Dom's verdict

This is a very good model and by that I mean it's stunning. Attention to detail is paramount here and those wheels are amazing. The frosted out panel in the driver's window is another neat touch. The spoiler comes as a separate piece for the buyer to fit. The paint is wonderful. The transfers look delicate

Fab, but careful with those transfers! | RATING: 9/10

CONTACT DETAILS

See ads or call John Ayrey on 01274 594119 for stockist advice.

■ Oxford Diecast Ford Transit Connect, Royal Mail

1:76 scale | rrp £4.75 | cat no. 76FTC001



Dom's verdict

This is yet another new casting from Oxford Diecast and a most welcome addition to the modern range. The shape looks great and I'm glad to see separately fitted and flush headlamps. The wheels, glazing and interior combine with a very well cast body to make a fine model for all purposes.

A red letter day from OD | RATING: 8/10

CONTACT DETAILS

See ads in this magazine or call 01792 643 500 for stockist advice.



WE TRY BEFORE YOU BUY All you need to know before buying your next model >>>

Minichamps BMW M3, M. Hessel, DTM 1987

1:18 scale | rrp £164.99 | 672 pieces | cat no. 180 872001



Dom's verdict

The advantage this die-cast metal model has over its resin rivals lies in the opening features. I wouldn't say the bonnet hinges were refined, but they do allow access to the nicely detailed engine. Likewise with the boot. As for the body & interior, it's got plenty to look at and admire. Paint & decals are good. **Warsteiners all-round! | RATING: 9 /10**

CONTACT DETAILS
See ads in this magazine or call 020 8344 6703 for stockist advice

GT Spirit Porsche 911(991) Turbo S Techart

1:18 scale | rrp £111.99 | 1,250 pieces | cat no. GT049

Scores 10/10!



Dom's verdict

With such a fine model, I'll run out of compliments in very short time. The bodywork is slick and refined, with intricate detailing to the air scoops. The wheels and brakes are magnificent and the paintwork, especially the grey over white on the bonnet, is exemplary. Great glazing, interior and lamps. **A real head turner | RATING: 10 /10**

CONTACT DETAILS
See ads or call John Ayrey on 01274 594119 for stockist advice.

GT Spirit Porsche 911 (964) 'Jubilee'

1:18 scale | rrp £119.99 | 1,500 pieces | cat no. GT056

Scores 10/10!



Dom's verdict

Last but certainly not least comes this fantastic 1:18 resin replica of the special limited edition model produced by Porsche to celebrate the 30th anniversary of the 911. The 'Turbo-look' body has been marvellously captured, wheels are wonderful, all glazing is crystal clear and the interior is fab. **Another outstanding model from GT Spirit | RATING: 10 /10**

CONTACT DETAILS
See ads or call John Ayrey on 01274 594119 for stockist advice.

Oxford Diecast Bedford CA Walls Ice Cream Van

1:148 scale | rrp £4.45 | cat no. NCA002



Dom's verdict

Under strong magnification, though not necessarily with an electron microscope, you can just make out the decoration on this tiny model. But like my dog, Betsy, it may be small, but it puts a big smile on everyone's face. The moulding is well detailed and proportion-wise, everything looks right.

CONTACT DETAILS
See ads in this magazine or call 01792 643 500 for stockist advice.

Weeny Walls | RATING: 8 /10

Otto Volkswagen Jetta GTX 16V

1:18 scale | rrp £89.99 | 1,488 pieces | cat no. OT137



Dom's verdict

The Jetta has never had the illustrious charm of its bootless brother, the Golf. But nevertheless, it's a car that has sold consistently over the years. This is an accomplished model. The paint is lustrous and there's a good interior, complete with check pattern seats. Excellent wheels and lamps too.

CONTACT DETAILS
See ads or call John Ayrey on 01274 594119 for stockist advice.

Time to join the Jetta set? | RATING: 9 /10

WIN NEW RELEASES

Fancy bagging one of the fantastic models here? Every month we draw ten winners in our New Releases draw and, where we can, we try to match prizes up with selected collecting categories (e.g. buses, commercials, road cars, motorsport, etc). To be entered, complete this form and pop in the post (photocopies are acceptable).

Send to: October 2015 New Releases Draw, MyTimeMedia Ltd, MyTimeMedia Ltd, P.O. Box 269, Rossendale, Lancs BB4 0DJ. Closing date: October 16, 2015

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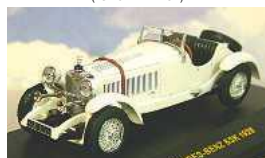
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OXFORD DIECAST

Work in progress on the new Freightlifter

LOOKING TO BE shaping up nicely is Oxford Diecast's 1:76 Shelvoke & Drewry Dual Drive Freightlifter. The first release on this new tooling, which as you will see from the pictures here will feature moving parts, will be finished in British Railways (Western) livery.

It's an interesting subject choice. It's design was apparently conceived after magistrates in Slough convicted British Railways for using a vehicle on a public highway that had a "jungle of steel" obscuring the driver's vision

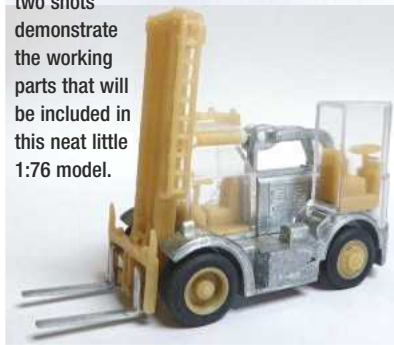
This nifty solution, featuring a cab at either end, could safely and legally be driven between sites, at 22 mph from the front cab and then be controlled from the rear operational end cab on arrival.

We look forward to reviewing the finished model later this year.

above The first shot for the 1:76 Shelvoke and Drewry Freightlifter that will join the Oxford Diecast range later this year. Note that at one end this vehicle featured a cab with unobscured views for use on public highways, while the other end sported a cab from which to operate its forklift mechanism.



These two shots demonstrate the working parts that will be included in this neat little 1:76 model.



RUBY TOYS

New 'Dinky-style' releases announced

AND SO ON to another future Shelvoke & Drewry vehicle, with a little look at the pattern for the next 'Dinky-style' 1:48 scale Refuse Wagon from Ruby Toys, No. 45 in the range.

We can also reveal plans for No. 46 in the range. John Hope of Ruby Toys explains: "I have decided No. 46 should be

a Leyland Tiger bus in London Transport Central Area livery. This model will be in 1:48 scale, so it will be long; in fact about the same length as the Dinky Toys No. 981 Horsebox, a model I always coveted as a child, but had to wait 50 years to own!"

Naturally we'll bring you updates - watch this space!

right The finished pattern for Ruby Toys 'Dinky-style' 1:48 Shelvoke & Drewry Dustcart. Also planned is a Leyland Tiger in LT Central Area livery.



TOP GEAR TRAX



A must for Ford fans: the 1:43 Trax Cortina Mk II Four-Door.

Cortina Mk II Four Door

RECENTLY RELEASED BY Top Gear Australia in its 1:43 scale Trax range is a Cortina GT Mk II with four doors, which we thought well worth flagging up as it's one of very few models of this popular 1960's Ford.

Featuring colour coded door mirrors, it even has speakers on the rear parcel shelf of what

would appear to be a car made for the Australian market only.

The model is available in just two colours, gold or silver, each priced at t \$89.95 (Australian Dollars) (approx. £42) plus p&p.

GOT TO HAVE IT? Visit www.topgear.com.au

SOLIDO

A fresh new look and a whole new line-up for Solido

AMERANG LTD HAS been appointed the exclusive UK distributor for the Solido range of die-cast collectables.

Paul Perryman, Sales & Brand Manager for Amerang, tells us: "As your recent interview explained, this historical brand has been part of mainstream collectables for many years and now after a brand refresh it is ready to hit the market again.

"Solido is blessed with an amazing back catalogue of tooling, which covers military vehicles, rally cars, classic road cars and more. It has re-engineered the existing tooling and has given the whole range a fresh new

look for 2015, with new style packaging and looks.

"In addition to this Solido has added lots of new tooling for for 2015 and beyond."

For more details on the new Solido line-up, visit www.amerang.co.uk

below Just one of the new models in Solido's new line-up, now being distributed by Amerang Ltd.



TRUCK NEWS

SEARCH IMPEX

Scots not to be missed

A 1:50 SCALE DAF XF Euro 6 Super Space (6x2) tractor unit and 3-axle, curtain trailer in the livery of Scottish operator Shetland Transport, has just been added to the range of customised promotional model trucks from Search Impex.

The model, produced exclusively for Search Impex by WSI Collectibles, is a certificated limited edition of just 155 pieces, priced at £138 each.

Also new this month is a 1:50 scale DAF XF Euro 6 Super Space (6x2) tractor unit with 3-axle curtain trailer finished in the well-known livery of Scottish operator, David Murray Transport. With its white, burgundy and Ayres Red paintwork, adorned with Murray Clan tartan and airbrushed artwork of Scottish piper, 'Danny Boy',

right Danny Boy, the David Murray Transport DAF XF Euro 6 Super Space (6x2) tractor unit (one of the latest DAF units to join the fleet) with 3-axle curtain trailer, as captured in 1:50

it's one of the latest DAF units to join this attractive fleet.

The DAF (the third model truck to be commissioned exclusively through Search Impex by David Murray Transport) has been produced as a certificated, limited edition of 180 pieces, priced at £139 each.

Prices quoted include p&p and VAT.

GOT TO HAVE IT?

Call **01332 873555** or visit www.search-impex.co.uk



above and below

The 1:50 Shetland Transport DAF XF Euro 6 Super Space (6x2) tractor unit and 3-axle curtain trailer from Search Impex.



SPEEDBIRD PROMOTIONS

Maritime Transport trucks

SPEEDBIRD PROMOTIONS

HAS announced four 1:50 scale Tekno Maritime Transport models scheduled for release in November/December 2016:

- A DAF XF Euro 6 Superspace Cab (6x2) with a 3-axle Curtainside Trailer
- A DAF XF Euro 6 Superspace Cab (6x2) with 3-axle 40ft

Container/Skeletal Trailer

- A Scania R-Streamline Topline (R6) (6x2) with a 3-axle Curtainside Trailer
- A Scania R-Streamline Topline (R6) (6x2) with a 3-axle 40ft Container/Skeletal Trailer

All of these models can now be pre-order at £129.95 each.

GOT TO HAVE IT?

Call **01359 232667** or visit www.speedbird-promotions.co.uk

right Speedbird Promotions has just announced that four new Tekno 1:50 scale Maritime Transport models are due for release this Nov/Dec. Pre-orders are now being taken.



IN BRIEF

Prototype Mini winner

CONGRATULATIONS TO PETER

R. MacDonald of Haddington, East Lothian, winner of the Vanguards Mini 1275 GT hand decorated pre-production sample in our July 2015 prize draw.



Esval erratum

LAST MONTH WE flagged up two new releases from Esval. Unfortunately we incorrectly stated that the Cord is available in four guises. It is only the Duesenberg that's available in the four forms. The Cord is available only in one, as is the real car. Apologies for any confusion caused.



AutoCult Models: expect the unexpected!

Thomas Roschmann, founder and Managing Director of AutoCult Models, talks to our Ed, Lindsey Amrani, about this brand's exciting new range - a 1:43 scale celebration of the weird and the wonderful...

Q In the highly competitive 1:43 automotive model market, you've decided to take somewhat of a detour from the usual route. So can you talk us through the inspiration behind the launch of this new brand?

A I and a team of other car model enthusiasts, each with their own history of success working in the model car industry, founded AutoCult at the beginning of this year.

True to our brand name, our aim is to bring the collector models of some of the really fascinating and lesser-known vehicles other manufacturers have overlooked.

At AutoCult we believe it's time these unjustly dismissed marques, models and designs reclaim their rightful place in automotive history. Many of these vehicles have not survived to present day, of course, but it would be a great shame if the stories behind them were lost forever, so we're going pay tribute to them in model form so that they can live on in miniature.

Q I understand you've also got a book to complement the models in the range being published this year. What can you tell us about this?

A Yes. Our book, *AutoCult - Edition 2015*, will be published by the end of

this year in both German and English language versions. It will include the detailed and illustrated stories behind, all of the models we will be releasing in 2015.

There are, of course, already countless books covering well-known automotive marques and models, but this venture into lesser documented territory will be an absolute must for the for serious car enthusiasts and automotive historians.

Q Here at Model Collector, we love to see new players enter the market, so for those who've never considered taking their collection off the beaten track, what would you say to sell the concept to them?

A We think collectors are going to find the respective history and background information we have uncovered during the course of our extensive research into these unique vehicles really fascinating. These models will make great talking points.

Some collectors may wish to start a whole new collections based on one or more of our series. Equally, however, many of our models will prove an absolutely great way to expand on existing collections. For example, the Schlörwagen in our Streamliner series utilises a Mercedes-Benz 170H



Thomas Roschmann, founder and MD of AutoCult Models talks to us about his plans for an exciting range of never before released 1:43 scale models, all with truly fascinating background histories....

chassis – so for a Mercedes-Benz collector it's a very 'exotic' but definitely relevant addition.

In fact we're going to be offering collectors the opportunity take their collections in previously unconsidered but fantastic new directions and really put the excitement and unpredictability back into things.

Q So the collection will be divided up into different product ranges? Can you elaborate on this? And are we talking just cars, or do you plan to include any commercial vehicles?

A Yes, and yes! Our range will be divided into 12 different product series and there will be many bizarre and ground breaking vehicles within each of these categories. That said, collectors can decide for themselves which models from the various series they wish to include in their own in-

dividual collections, because, as explained, there will naturally be some cross-over between the various categories.

We've done this so that we can provide continuity in specifically themed series, but with no more than one model per category released in any given month. In our new Streamliner series for example, there will be only eight models issued over the course of the year. We've adopted this strategy so that collectors will have the chance to collect an entire series without too much strain on their finances, thus allowing them to comfortably collect an entire series.

As well as the cars planned, we are looking into some very interesting bus, truck and light commercial possibilities.

Q As your focus will be on the rare and unusual, in what I imagine is a relatively untested market, how conservative have you been in regard to production numbers? Will each model be a certified limited edition and will you be working in die-cast, or resin?

A In order to make releasing such unique vehicles financially viable, and to provide models of the highest quality and detail, we will be working in resin, with production of each release strictly limited to just 333 pieces. The booklet that accompanies each model will carry an individual number (e.g. 001/333) certifying its limited edition status.

As all models are hand assembled and decorated, though, each and everyone will in fact be unique.



Q You've just launched the first three models in your new range. So can you tell our readers a little something about each of the cars chosen and why these vehicles in particular were decided upon to launch the series?

A The first three releases were chosen to underline how diverse our range is going to be. These initial offerings, each the first in their respective series, all represent very strange, rare and lesser-known subjects to all but the most serious of automotive historians. More will, of course, follow, many of which will be familiar to a wider audience, but we wanted our debut offerings to show that we are not just another resin model manufacturer but that we will be bringing a totally new and unique element to the market.

The three first releases will be: the 1939 German manufactured Schlörwagen Gottinger Ei; the French designed 1948 Alamagny and the Italian built 1947 A.L.C.A. Volpe.

The Schlörwagen Gottinger Ei, the first release in our Streamliner series, represents an experimental car that was very much ahead of its time. Presented at the IAA Show in Berlin in 1939, it was designed by German engineer Karl Schlör von Westhofen-Dirnstein at the research institute for aerodynamics in Gottingen. Schlör's aim was to minimize the use of fuel by creating a streamlined body based on the construction of aircraft wings.

... The Schlörwagen Gottinger Ei, the first release in AutoCult's 1:43 Streamliner series, represents an experimental car that was very much ahead of its time. ...

His prototype, nicknamed 'Gottinger Ei', was built on the Mercedes-Benz 170H chassis and boasted not only 20-40% less fuel consumption than the Merc itself, but also a 30-40% higher top-end speed!

All this was achieved due to the vehicle's quirky body shape, with panoramic views from its huge integrated windows and which offered plenty of space for all the family. The aluminium bodywork almost completely covered the wheels and in fact sealed the underside of the vehicle.

The result was a drag coefficient of 0.186 during contemporary measurements; although a later test with a replica model by Volkswagen technicians during the 1970s achieved an impressive 0.150.

While its certainly true more modern prototypes have done far better, these have never offered the same passenger capacity. Indeed today's production cars with the same capacity manage an average of between 0.240 and 0.300.

Sadly, however, the Schlörwagen never made the transition from prototype to actual production, for two reasons: the shape and, well, the shape! Back then the car's design was considered very strange, ugly even.

Added to that, due to its low drag, tests on the Schlörwagen proved it did not handle strong side wind at all well, making it difficult to control, to the point of being dangerous, in such conditions.

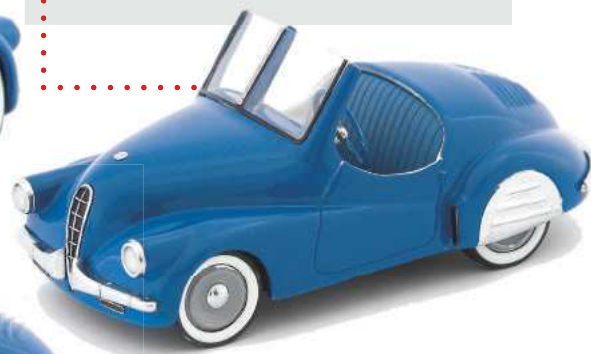
After World War II, Schlör

tried to get permission to resume work on this experimental car but the British Military Administration denied this and both the project and the vehicle itself were scrapped.

The A.L.C.A. Volpe, being released in our Micro Cars series, also has a very interesting, and actually scandalous, tale to tell! The Milan based A.L.C.A. [Anonima Lombarda Cabotaggio Aereo] debuted the car in Rome on March 30, 1947 and it was endorsed by the well-known and popular Italian comedian Erminio Macario.

The Volpe [which translates into English as Fox] measured just 2.5 metres long by 1.02 metres wide and weighed in at just 135kg. It's slightly pointy back was equipped with a 124-cubic centimeter engine,

... Launching AutoCult's Micro Car Series is the cheeky-looking little A.L.C.A. Volpe – and Thomas has been telling us all about its scandalous history...





... The first release in AutoCult's Prototypes series is this 1948 Alamagny concept car, with its bizarre diamond chassis layout.

"All the models in development are being made exclusively by and for AutoCult. We own our own tooling and we are absolutely independent"

which could rev to 5,000 rpm and generated about 6hp. With a maximum speed of 60-70 km per hour, it boasted a very fuel-efficient 100km to every three litres of petrol it was fed.

A.L.C.A. manufactured the cars in Trient, but could only turn them out in quantities of six at a time.

Numerous enthusiastic customers paid in advance to secure an example of this tiny roadster, but unfortunately the money they shelled out never reached the production line, with the agent disappearing with all the cash. This, of course, forced A.L.C.A. into bankruptcy and subsequent liquidation.

So amid all this scandal, only six cars ever actually made it off the production line and of these only a couple still survive.

Kicking off our Prototypes series is the 1948 Alamagny concept car. With economies still struggling due to the impact of World War II, people were desperate for cheap transportation, but affordable cars were of course in short supply. The solution was the micro car.

At this point Parisian engineer Marcel Alamagny came up with an usual idea to make best use of space – a car that carried its passenger back to back. It was the first time this

Thomas (right) and his Product Manager, Andreas Hellmann – both passionate petrol-heads – are determined to surprise and delight collectors worldwide with their off the beaten track subject choices.

interior configuration had been tried and he decided to put the main axle together with the engine wedged in between, stabilised with two further wheels centred at the front and back of the car. The result was the diamond chassis layout.

To this he added a smooth and rounded body, almost identical at both ends. It was a bizarre design, with the bodywork having to be pulled open, as if lifting a hood, in order for the driver and his passengers [there was space for up to four] to get inside.

Measuring up at 3,420mm long, 1,320mm wide and 1,600mm high, the Alamagny had a 13hp, 569cc Simca 5 engine and was said to be able to achieve up to 85 kph.

Another feature the car boasted was how tightly it could turn, as apparently this manoeuvre could be made in a radius of less than four metres.

Despite all this, the diamond chassis concept never made



it into production and the prototype was eventually disassembled, with neither the body nor any of the components believed to have survived.

Q Have these models been designed, developed and produced exclusively by AutoCult, or are you working with another manufacturer? For example, by buying existing castings from another manufacturer but finishing models to your own unique specifications?

A All the models in development are being made exclusively by and for AutoCult. We own our own tooling and we are absolutely independent. We have very clear ideas on the structure our company, the partnerships we make

and the products we plan to bring to market.

Financially, of course, there is an element of risk in tackling the niche subjects that bigger model manufacturer have shied away from. But by the same token, we believe that offering models that can't be found elsewhere will secure us our own unique place in the market.

Q Can you tell us a little more about your organisation operates? My guess would be that your own team in Germany undertakes research and development but that production is based in the Far East?

A Yes, you are right. Our team – or more specifically our Product Manager, Andreas Hellmann, and I – make all the

AutoCult's 1:43 cars will come plinth mounted in a clear display case and will be accompanied by an illustrated booklet providing a potted history of the 1:1 subject.

This Petermax-Müller Record Car will be the first release in AutoCult's Racing series – surely a must for all those with a penchant for the history of racing, speed and the art of aerodynamics.



decisions in regard to models we are going to make. We also undertake all of the necessary research. This is extremely important because in many cases there are no longer existing 1:1 examples of the subjects we choose to model; so rather than using CAD [Computer Aided Design] data, our excellent model maker in China does things the old fashioned way, by creating handbuilt prototypes.

Production in the factory we work with in China is focused and organised to our rules and produces just five to six new models in any given month, each to a run of just 333 pieces.

Nowadays, this is a rather different way of working to that practiced by most of the other manufacturers in the industry. We spend a much bigger percentage of our budget on getting things right at prototype stage and a much smaller percentage on the number of production line workers employed. And while this is undoubtedly a more expensive way of doing things, we believe it gives us a strategic advantage when it comes to both accuracy and build quality.

"Nowadays, this is a rather different way of working to that practiced by most of the other manufacturers in the industry"

Q How will the models be packaged

A Each of the cars will be presented in a clear showcase that allows the collectors to view the model before buying. The bigger trucks and buses we have planned will be packed in polyfoam to protect them in transit, but images of these models will be carried on the boxes, along with full details of all features. All models will come with a small booklet that includes a potted history and photographs of the 1:1 vehicle they represent, together with an individual production run number, e.g. 1 of 333 pieces.

Q Has a recommended retail price been set across the board, or will each particular model be individually priced? It would be useful to be able to give our readers some idea of how much starting a collection of AutoCult models will cost them?

A Most of the categories will have fixed retail prices. For example, the Micro Cars will carry a suggested retail price of £72.99, while most of the other cars will be priced at £73.99 (the Racing Cars will cost marginally more at £78.99). The bigger vehicles, such as buses and trucks will be individually priced.

Q How can our readers get hold of your models?

A Our models will be distributed worldwide exclusively through specialist trade and museum shops. Our newly appointed UK distributor John Ayrey Diecast Ltd will be able to advise your readers of their local stockists or how best to place an order.

Q Can you reveal any details in regard to what collectors can look forward to next from AutoCult Models?

A Of course... There are four new models scheduled for

release at the end of August:

The 1949 Petermax-Müller Record Car will be the first release in our new Racing series. Petermax Müller was not only a well known German racing driver in the post-war period – winning around 60 races and becoming the German Champion in the 1100cc sports car class – he was also responsible for building six cars himself – one of which was the *Weltrekordwagen*. This unique car, which could achieve a speed of 215 kilometres per hour because of its light weight, is today on display at the Museum Prototyp in Hamburg.

Also hailing from 1949, but a very different proposition, is the Aero Minor Sedan, which will be the first model in our Brands of the Past series. Over 14,000 of these cheap Czechoslovakian cars were built. Known pre-war as the Jawa Minor II, the car was renamed post-war when manufacture was moved to aircraft factories with spare production capacity. This one will sit really well in any





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... **The second release** in the Prototypes series will be this 1955 Ruhrfahrzeubau Pinguin II 3-Wheeler, jokingly referred to at the time of its launch as 'the Porsche on three wheels'.



Kicking off the Brands of the Past series this August will be AutoCult's Aero Minor Sedan – a great addition for anyone whose collection focuses on the automotive history of the Eastern Bloc.



Q Are there any future releases planned that will be of particular interest to those who focus on British vehicles?

... **We think this** little Intermeccanica-Puch (IMP) coupe, the first release in AutoCult's Special Editions series, will make an interesting display partner for Automodello's 1:43 Intermeccanica Italia.

A There are indeed! All I can say right now is that we're looking into some very interesting ideas, not only in regard to cars but also in our bus and truck model categories. Watch this space! **MC**

Sourcing AutoCult models

Look out for ads in this magazine or call UK distributor John Ayrey Diecast Ltd on 01274 594 119 for stockist advice.

Eastern European car collection.

The 1955 Ruhrfahrzeubau Pinguin II 3-Wheeler is the second model in our Prototypes category. First displayed at the Zweirad-Salon exhibition in Frankfurt at the end of 1953, public interest was high and the Pinguin was jokingly referred to as 'the Porsche on three wheels'. Unfortunately, due to its weight, the design had big problems when it came to stability and the investment required to correct this meant that after the original two prototypes only 10 production examples were ever built before the company went into liquidation.

We're also releasing the 1961 Intermeccanica-Puch (IMP) as the first model in our Special Editions series.

This one is sure to have transatlantic appeal, as the little Turin-built coupe represents the work of Canadian engineer Frank Reisner of Intermeccanica and Austrian Johann Puch.

Its top speed was estimated at an astonishing 150km per hour and it in fact in 1961 it took part in a 2½ hour race on the Nurburgring, winning in the 500cc class.

But only ten of these cars were built before Intermeccanica turned its focus to sports cars that could accommodate much larger American engines, rather than the air cooled, two-cylinder, four-stroke flat twin engine imported from Steyr-Puch for this little coupe.

AIR MAIL
PAR AVION



Letter from America



Bill Oursler recalls one of the many highs of his career in motorsport, his involvement in the Pikes Peak Hill Climb, and expresses his surprise and delight at the growing number of 'Race to the Clouds' contenders now available in model form...

It is doubtful that US Army Lieutenant Zeb Pike had any idea what the future held for the large mountain he struggled to climb after discovering it in the uninhabited wilderness of the Western United States in the middle part of the 19th Century. But, then why should he? After all, civilization wouldn't come to what now is Colorado Springs until the gold mind rush that began long after he and his men had hiked their way up to its 14,000 plus foot summit, while the automobile was not even a dream as he surveyed the breathtaking view that remains virtually unspoiled to this day.

Even so, both civilization

and the automobile have come to what the locals call 'The Hill', bringing with them hordes of visitors who, along with the United States Air Force Academy, have made Colorado Springs one of the most recognizable and perhaps richest cities in the state, outside of its capitol, Denver.

However, Colorado Springs is also famous for its 'Race to the Clouds', better known as the Pikes Peak Hillclimb, first begun in 1916 and one of the oldest continuing motorsport

events in North America, only being beaten in age by the Indy 500, which ran for the first time in 1911.

Over the years the event has played host to a variety of vehicles, from Indianapolis single seaters to hot rod motorcycles and just about everything else in between. Moreover, the list of its winners includes some of the most prestigious names in motorsport, these being led by the Unser family, with Bobby Unser being a three-time winner.

Despite its history and its reputation, by the beginning of the 1980s the hillclimb had lost much of its luster. That is why those in charge of its fate began to lobby my boss, Joe Hoppen – who, as head of Volkswagen of America's Special Vehicles Department, was then responsible for the US competition fortunes of Porsche, Audi and Volkswagen, to come to the party. However, despite the fact that a Porsche-powered Dune Buggy had won the affair outright in 1980, Hoppen, as was

"Hoppen, as was usual for him, politely turned the entreaties down. But in 1982 he changed his mind, in part I must admit because of a bit of lobbying by me"



usual for him, politely turned the entreaties down. But in 1982 he changed his mind, in part I must admit because of a bit of lobbying by me.

At the time we had entered the world of rallying with one of the top drivers in the sport, Vermonter John Buffum, installing him in a pioneering all-wheel-drive Audi quattro, with which he would win that year's Sports Car club of America's National Championship, this in addition to taking fifth overall in the RAC round of the World Rally Championship, the latter on BF Goodrich street tyres

instead of the purpose-constructed rubber used by his rivals. What I proposed to Hoppen was that we enter Buffum at Pikes Peak, given the fact that essentially the event was an uphill rally 12.42-mile special stage where the turbocharged quattro would have a strong advantage over the opposition, which, at the higher altitudes would, figuratively, if not literally, be gasping for breath.

It turned out that for once in my life I was right. We sent Buffum to the hillclimb where, initially, he was large ignored by nearly all around him in his

rather stock looking two door coupe, that despite its competition paint scheme blended in with the crowd. Again, all changed when he stomped up the mountain with the second fastest overall time of the day, easily winning the production class in the process. The following year he did it again, but with far more attention than he had received 12 months previously. Indeed, he might have a set a record time had not he slowed to avoid hitting a spectator's dog that ran across the road in front of him.

By now, not only was Buffum attracting attention, but also the event itself was becoming noticed again, and not just in

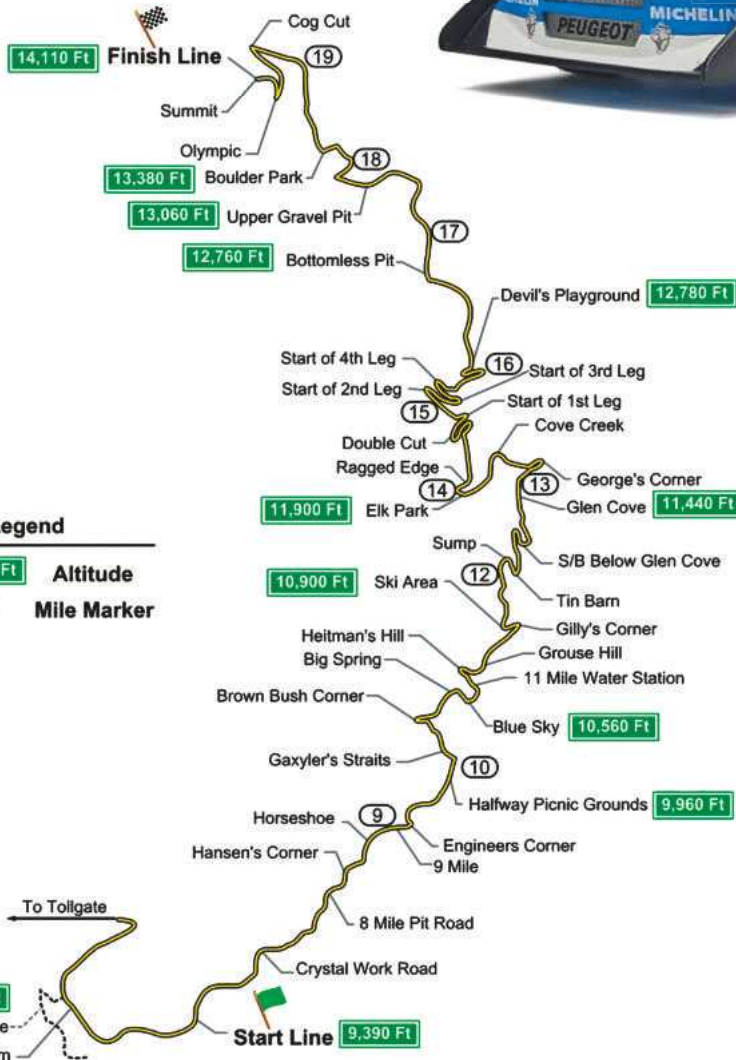
America but in Europe, the heart of the rally universe. In 1985 the Audi factory sent World Rally Championship star Michelle Mouton to Pikes Peak with her short wheelbase quattro Sport, which she used to claim the brand's first of its three straight outright victories on 'The Hill'.

In many ways it was those succeeding triumphs which were the most important, because they changed the fundamental nature of the event. Until Mouton's win, Audis had been standard World Rally Championship spec vehicles. The quattro, though, dominated the hillclimb in 1986 and in '87. Although, other than its outrageous rear wing and

Otto has done an outstanding job of modelling this Pikes Peak Audi S-1 quattro, both in 1:18 (shown) and 1:12.



Ari Vatanen's 1988 Pikes Peak winning Peugeot 405 Turbo 16 has also been masterfully captured by Ottomobile in 1:18.



Minichamps beautifully presented 1:43 model of the Pikes Peak 1987 Audi Sport Quattro S1.



This month's **OXFORD** New Releases

1:72

DH Sea Hornet F20 Royal Navy - VZ-708,801 Squadron, HMS Implacable, 1950
72HOR004 1:72



1:18

Messerschmitt KR200 Bubble Cabrio - Mimosa Yellow
18MBC002 1:18



1:76

Scania Highline Walking Floor - A W Jenkinson
SHL03WF 1:76



Ford Cargo Box Van - White
76FCG002 1:76



Diamond T980 Tank Transporter - TRC Western Desert 1942 GHQ Cairo
76DT001 1:76



Plaxton Panorama - Flight's Tours
76PAN002 1:76



1:43

Jaguar V12 'E' Type Coupé - Regency Red
JAGV12003 1:43



Austin Seven RN Saloon - Fawn/Black
76ASS001 1:76



Austin Seven RN Van - Primrose
76ASV001 1:76



Ford Transit Connect - Royal Mail
76FTC001 1:76



1:148

Bedford CA Van - Wall's Ice Cream
NCA002 1:148



Scania GP31 Pump Ladder - West Sussex Fire & Rescue
NSFE002 1:148



Ford Transit SWB Low Roof - RAC
NFT003 1:148



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AEC Matador - British Army RA (France)
NAEC008 1:148



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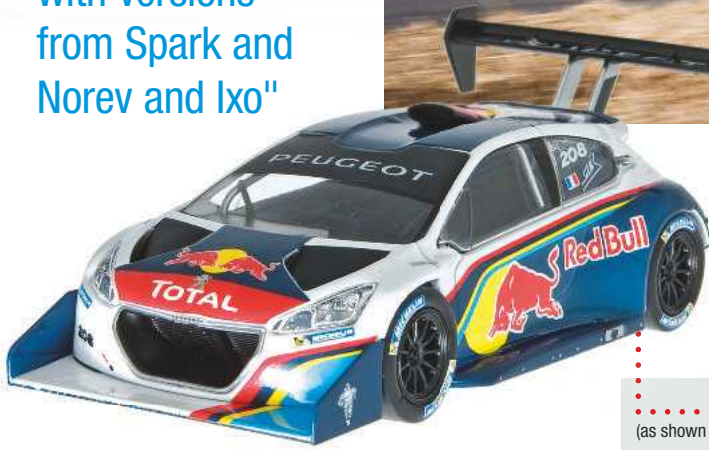
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"You can now build up quite a collection of Pikes Peak models in 1:43, including Sebastian Loeb's 2013 Peugeot 208 T16 entry, with versions from Spark and Norev and Ixo"



..... Sebastian Loeb's 2013 Pikes Peak Peugeot 208 T16 has been modelled by Spark (as shown to the left) and Norev, and, as you see above, Ixo has even provided us with Loeb's Test Car.

front spoiler, its appearance differed little from a normal Sport quattro, underneath it was a lightweight flier, stripped down to its basics and built from aluminium and Kevlar. Moreover, it couldn't be beaten. As demonstrated first by Bobby Unser and then by Walter Rohrl,

Bobby Unser's Pikes Peak 1969 Stock Car division winning Ford Torino, as modelled in 1:43 by Spark.

it was in a class all of its own. Well, almost...

And, therein came the game changer for the 'Race to the Clouds', because Rohrl's performance didn't go unchallenged. Also present in 1987 was a special, equally lightweight, version of Peugeot's 205 World Rally Championship contender. And, while it might not have prevailed over Audi in the latter's final Pikes Peak

appearance, it would win the next year, starting Peugeot's ongoing string of triumphs on The Hill.

But, it hasn't just been all Peugeot in the years since, as Mazda and Toyota have likewise spent money on winning, as well as have companies like Porsche, the latter by providing specialised 911s for its customers.

The models

One might suspect that model-wise few have paid attention to this American event, but those holding that view would be wrong. Two of the more spectacular replicas are Ottomobile's 1:18 scale offerings: the 1987 Audi Sport quattro S-1 and its Peugeot 205 derived 405 rival.

These cars have also been done in 1:43: the quattro offered some years ago by Minichamps in a special presentation box; the Peugeot in its 1987 form by Solido and as it won in 1988 as a recent release by Spark.

Indeed you can now build up quite a collection of Pikes Peak models in 1:43, including Sebastian Loeb's 2013 Peugeot's 208 T16 entry, with versions from Spark and Norev and Ixo. When added to various class winners and contenders over the years, including Bobby Unser's 1969 Stock Car division winning Ford Torino, this still unique event run each summer around the Fourth of July is rapidly developing into a great little collecting theme.



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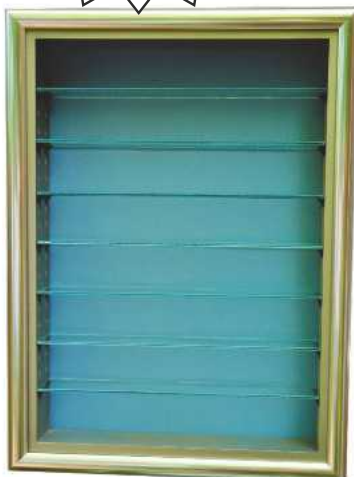
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driver, but as a rally specialist. "It was in 1966, and I had become tired of dealing with the problems plaguing the Ford factory rally team when I chanced to meet Porsche's Team Manager, Huschke von Hanstein, at the pool of the hotel where we were both staying. I told him it was my firm belief that the new 911 would make the perfect rally car; a suggestion which he, surprisingly, accepted."

The result was Elford's debut for Zuffenhausen at that year's Tour de Corse in the company's best selling six-cylinder coupe. "I must say" he remembered, "I was a bit shocked to find Huschke standing there with two mechanics by the side of a VW van, in which the only things were some wheels and tyres instead of the tractor trailers filled to the brim with very kind of spare parts one might need to complete an event. When I asked him about it, all he said was: 'Porsches don't break!'"

Quick Vic!

Bill Oursler salutes the talented and versatile Vic Elford, who while perhaps somewhat under appreciated in real life has certainly not been overlooked by those in the model industry...

"In 1969, when you went through the kink at Le Mans on the Mulsanne Straight at 235 miles an hour with the 917, you had to be very gentle getting off the throttle and tapping the brakes to keep the back of the car from steering the front." For many, particularly those in charge of Porsche's racing efforts, it was difficult to determine whether Vic Elford, quoted above, was foolish, or very brave. Either way, the one thing they all agreed on was that he was very determined.

In '69 the 12-cylinder 917's aerodynamic problems were such that almost all the factory drivers considered it to be a lethal weapon instead of well-engineered winning racer. The one exception was Elford. "I loved that car" he once said in an interview, adding; "It was all I wanted to drive at Le Mans, despite its flaws." The real

problem for Elford in the spring of 1969 was to convince Helmuth Bott, then deputy to Zuffenhausen's motorsport boss, Ferdinand Piech, to let him do so.

"It took some persuading" Elford admitted, "But in the end I got my way." And, it may be said, proved his point, leading for 22 hours until, with victory in sight, he and his partner Richard Attwood were forced to retire because of a major oil leak. Still, one has to question why Elford was so willing to forgive the Porsche's near total lack of high speed grip that so terrified his fellow team members.

The answer, one suspects, is that, for all of his racing accomplishments, he was at heart the top notch factory rally driver he had become in the first years of his competition career. Indeed, Elford had joined Zuffenhausen, not as a racing

Soldo's model of the 1967 Porsche 906 Carrera in which Elford achieved class victory at Le Mans in 1967.



... Vic Elford's Le Mans 1969 Porsche 917, as modelled by Japanese model manufacturer Ebbro.



And, with Elford, partnered by David Stone as his navigator, for the most part they didn't. Indeed, although under funded, the pair brought the factory a string of championship victories that helped to establish the 911's early competition heritage. Probably Elford's and Stone's only disappointment was their failure at the keystone Monte Carlo Rally, the loss coming on the affair's final night when Elford chose the wrong tyres to use in its concluding stages.

As gifted as Elford was on the mountain and forest roads of Europe, von Hanstein saw beyond his talents as a rally driver. What the legendary German team manager had noticed was the Englishman's somewhat hidden circuit racing skills; skills von Hanstein believed could well be utilised by Porsche in its quest to become sport racing's center stage star.

Put simply, the German knew what others would soon learn; namely that Elford was

a standout, who could drive anything, anywhere, any time; whether it be a rally car, an exotic prototype or a Formula 1 single seater, Throughout 1967 von Hanstein presented Elford with ever increasing opportunities to stretch his limits in road course competition, the Englishman responding with a well deserved class victory at Le Mans in a Carrera 906. By the beginning of the following season, Elford had made the transition from the wilderness to the track, capping his rally career when he and Stone put their previous year's Monte Carlo defeat behind them with a defining triumph. It was also a defining moment for Elford not

only because it was his last rally victory but, more importantly, because it was part of a double header week of successes that saw him win the Daytona 24hr the following Sunday.

Moreover, all this came in a year where he made his Formula 1 debut with an uncompetitive Cooper, distinguishing himself by taking fourth in the French Grand Prix that July.

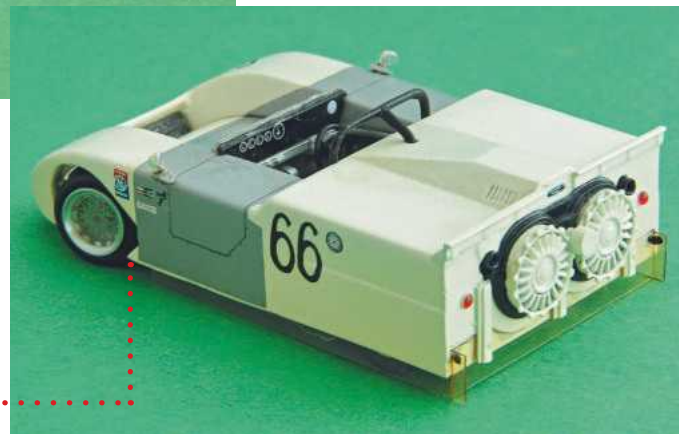
Indeed, although Elford's best results came behind the wheels of Porsche products, he in fact piloted a number of different brands in a variety of venues before he retired as a full time active driver in the mid 1970s. Among those non-Zuffenhausen entries were a series of

Alfa Romeo prototypes, several production class Ferrari 365 GT Daytona coupes and the Chaparral 2J fielded by Jim Hall in 1970 as part of a deal that saw him also race Hall's factory Chevrolet Camaro, in which he scored Chevy's sole Trans-Am victory that year.

Perhaps surprisingly, despite his love affair with the 917, Elford posted just two wins in his time driving them: the first being in 1971 for the Martini team at the annual Sebring 12hr enduro and the second at Hockenheim in 1972 in an Interserie round with the factory's 917/30 turbo prototype. In many ways that latter performance was one that best demonstrated the depth of his talent, given that he was summoned to drive the 1000 horsepower vehicle at the last minute, never having even sat in a turbocharged car of any kind before, much less raced one. Yet, not only did he win, he had no problem doing so, having put the Porsche on the pole in qualifying.



Vic Elford's Martini-sponsored 1971 Monza Porsche 917 short tail, as modelled by Brumm.



A handbuilt of the ground effects Chaparral 2J driven by Vic Elford for Jim Hall in 1970, as part of a deal that saw him also race Hall's factory Chevrolet Camaro, in which he scored Chevy's sole Trans-Am victory that year.



911 T 2.0 Rallye Monte Carlo (1968)

The 1968 Daytona winning Porsche 907, as modelled by Schuco.

Schuco's 1:43 model of Vic Elford's 1968 Monte Carlo 911 T 2.0 marks not only Elford's last rally victory but represents part of the astonishing double header week that saw him win the Daytona 24hr the following Sunday.



The models

Unfortunately for Elford circumstances, such as not always having the most reliable equipment, or teams without sufficient funding, not only limited his record of success but also his place in motorsport history. In light of those facts, one might suspect that the model manufacturers would limited themselves when it came to producing downsized replicas of the cars he drove. Instead the truth is that Elford's career has been well and truly immortalised by the models of his cars that have been, and indeed continue to be, produced, in die-cast, kit and handbuilt form.

When it comes to the early years, the pickings are rather slim, with virtually no replicas of the rally cars Elford drove for Triumph and Ford. Still, Minichamps has released his 1968 Monte Carlo winning 911 in 1:43. This was first issued as part of one the historic sets the company produced for Porsche that now are not only relatively expensive but difficult to find. Happily, the German firm later released the orange-red coupe as an individual model, which, while not readily available, can still be found – as is so often the case – on the internet and at swapmeets.

As for Elford's circuit racing exploits in downsized form, those start with Solido, who in the 1970s released a series of 906 Carrera coupes, one of which was the car Elford and Ben Pon drove at Le Mans in 1967. Like all of the Solido 906s, it featured opening doors and, while not highly detailed and having somewhat toy like wheels, it has held up well over the years.

Another milestone celebrated in miniature is Elford's 1968 Daytona 24hr triumph, his longtail 907 having been done by several kit makers and also more recently by Schuco and Spark. Again though, these models were released in limited numbers, roughly 400-500 pieces of the latter, and 1,000 in the case of the former. Both are well worth having, with the nod



Solido's Porsche 917 short tail redecaled by our writer Bill to represent the car as it was driven to victory by Elford at Sebring 12hr in 1971.



Best's rendition of Vic Elford's 1970 Targa Florio Porsche 908/3.

Part work manufacturer
Altaya has produced this great value for money 1:43 scale model of Vic's favourite racecar of all time: the Porsche 917 longtail, seen here in Le Mans 1970 guise

"When it comes to the early years, the pickings are rather slim,

going to the Schuco because of its lower price; a differential that remains true even now on the internet or at swapmeets.

Another well done Schuco Elford replica, also duplicated by several kit manufacturers, is his 1968 Targa Florio 907 winner. Like the other models, this is now an aftermarket item but is still worthy of being in one's collection. In fact, Elford's journeys through the Sicilian countryside at speed have been well covered in miniature, Best having done the 908/3s raced there in 1970 and '71, as well as the 908/3s with which he won the Nurburgring 1000 kms in both those same years.

Still, the 908/3 was a 'specialist' vehicle intended,

despite its long lived career, only for the Targa Florio and the Nurburgring in the era of the 917 juggernaut.

If anything, one can safely say that his association with and love for the 12-cylinder sports racer has been more than well documented in 1:43 – starting with the 917 streamliner in which he and Atwood competed at the Sarthe in 1969, which was released long ago by die-caster Eligor and several years back by Ebro, with Starter's kit of the Porsche appearing in between.

The latter, like all Starters, was simple to build, but not quite as detailed as one might have wished for.

The Eligor was toy-like

rather than being a true representation of the car, as, in fairness, were most die-casts of the era.

As for the Ebro, it is about as perfect as one could hope for but, because it has long disappeared from store shelves, has become a rather expensive after market item. It's worth the trouble to find, though.

Far easier to locate are the subsequent Elford 917s. These including his 1971 short tail Martini Sebring winner, done by Auto Art, as well as Solido; the latter, can, with a bit of extra detailing, look surprisingly accurate, even by today's standards. The Brumms, recently released in updated and more acceptable form, represent the Martini entries as they ran in



... This 1:43 scale example of Elford's 1968 Targa Florio winning Porsche 907 was made up from a Starter kit, but the car has also been modelled by Schuco.



The 908/3 driven to victory at the Nurburgring by Elford in 1970 has been neatly captured by Best in 1:43.



Representing Elford's stint with Alfa Romeo is M4's competitively priced and rather splendid little 33.3TT. It captures the 1972 Le Mans entry that disappointingly failed to finish due to mechanical issues.

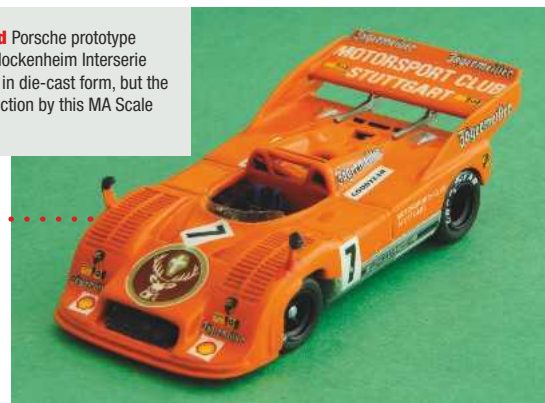


A kit built model from Starter of the Porsche 908/3 in which Elford powered to victory at the Nurburgring in 1971.



The Jagermeister-sponsored Porsche prototype 917/30 which gave Elford his Hockenheim Interserie triumph has yet to be captured in die-cast form, but the car is represented in Bill's collection by this MA Scale Models kit built version.

The improved 1971 Le Mans Porsche 917 long tail, seen here as a kit build but which has also been modelled brilliantly by Minichamps in 1:43.



with virtually no replicas of the rally cars Elford drove for Triumph and Ford"

Europe that year and are excellent value for the money. As for the Salzburg 917s Elford ran in 1970, the only short tail example around is the car that appeared at the Daytona season opener. Now to be found only on the internet or at swapmeets, it is a reasonable but not inspiring replica, spoiled by its inaccurate decals.

Far better are the Minichamps releases of the 1970 Salzburg Le Mans pole sitting 917 long tail and its improved Martini long tail successor Elford piloted at the Sarthe the following June. Neither is cheap on the aftermarket, about the only place where they can now be found. However, they are brilliant miniatures and a must for any

Elford collector. Two others who have done the '70 Salzburg example are high-end Marsh Models, who has released this both as a kit and a handbuilt to the company's usual impeccable standards, and, at the opposite end of the cost scale, Altaya, whose efforts have resulted in a surprisingly good replica, not that far off from the level seen in its Minichamps and Marsh counterparts.

Following his stint at Porsche, Elford signed on with Alfa Romeo in the summer of 1971, having, as noted, driven for in the Can-Am and Trans-Am for Jim Hall's Chaparral team. Elford's time at Alfa with the T333/3 has been documented by M4 Models in 1:43 with the example he and Helmut Marko ran at Le

Mans in 1972, where they failed to finish because of mechanical issues. The M4 replica, not costly even now, when it can be found, is an excellent replica.

As for the Chaparrals, Minichamps has produced the box-like 2J ground effects Can-Am entry, while True Scale Models as done the 1970 Camaro, the former having also been produced by several kit makers, both in unbuilt and fully finished form. The Minichamps, as is generally the case, is spot on in terms of its faithfulness to the original, while the TSM Camaro is spoiled by poor research in not having the clear front spoiler with which it ran when Elford took it to victory lane at Watkins Glen. Otherwise, the TSM

is more than acceptable, but it doesn't come cheap. Unhappily, while the Camaro is on the market now, the 2J isn't, making it a costly aftermarket investment, if it can be found at all.

With that, we now turn to the epilogue of Elford's career: his Hockenheim Interserie triumph in the prototype 917/30. So far, no die-caster has produced a replica of the colourful Jagermeister-sponsored entry. However, it has been released in both kit and readybuilt form by Marsh and MA Scale Models. Of the two, the Marsh is the far more preferable, in that its MA counterpart suffers from having a wheelbase that is too short when compared to the original. Even so, either will make a welcome addition to one's case. **MC**

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This cheeky little interpretation of a white van in not an un-common sight on our roads, the British weather is perfect for mucking up our cars and vans and encouraging another type of sign writing, "Clean Me!", "Wot no sponge" are just a couple of the slogans this model is decorated in.




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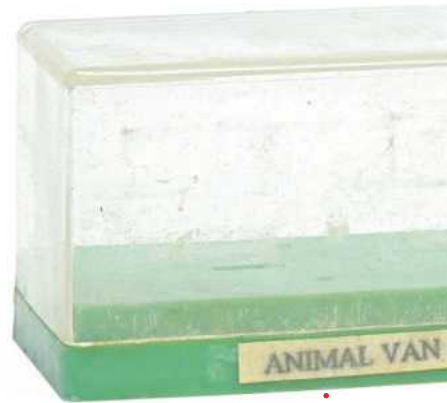
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This AHI branded 'Animal Van' from Japan has copied the Matchbox horsebox body and mounted it on a US-style military Dodge truck. Various toy-related internet sites incorrectly suggest that this model is a Camper Van!

A preserved Austin K2 with a typical wooden horsebox body dating from around 1949.

Horseboxes from toy boxes

Part 1

Nigel Robertshaw recalls some of the classic horseboxes and cattle trucks that attended his local horse shows and gymkhanas in the late 1950s and early 1960s – and explores how these vehicles were well-represented by toy makers of the day...

The little bit that I know about horseboxes I learnt the hard way. We always had one or two horses or ponies when I was growing up, so on most weekends it was off to the local horse shows and gymkhanas. The problem was that these events were very much for girls, so my sister was in her element, but I had little or no interest in these proceedings or anything else horse related. Lads didn't seem to get involved until they were in their late teens and were ready to enter the adult show jumping classes.

This unfortunate stance

usually left me in a boggy field, mostly cold and wet, in the middle of nowhere, with not a lot to do. There was just one positive and that was the wide assortment of vehicles that transported the horses and their entourages to these events. There were always several rows of Land Rovers and trailers but the most interesting section was the horsebox (and cattle truck) parking area.

The Land Rovers were mostly the SWB models, with a mix of hardtops and canvas tilts, which were usually hitched to a two-horse, twin-axled Rice

pony trailer. No Japanese 4x4s towing Ifor Williams trailers back then. Most Land Rovers were dark green but for the owner who wanted to stand out from the crowd there was the odd blue version. Also, there was usually a sprinkling of the more unusual Austin Gypsies in their light brown colour scheme. I could never work out whether these look-alikes were an up-market version of the Land Rover for the rich and successful or a low-cost alternative for the less well off.

To me, the 'proper' horseboxes were the stars of the show.

They ranged from homemade van conversions and cattle wagons pressed into weekend service as horse transporters to the steel panelled lorry-mounted horseboxes and right through to the prestigious coach-built, wooden bodied examples with their sparkling varnished planking. This last category of vehicles shouted "money" and the horses that they carried, together with the vast array of associated tack, not to mention the riders, were all turned-out as immaculately as their stylish transporters.

Getting back to our hobby, though, it's time to have a look at the horseboxes that were available in model form from around the late 1950s and into the 1960s. Horseboxes and associated vehicles were a popular theme for toymakers of the day. Maybe it was one area where they could entice girls, as well as boys, to buy their products – especially if they included one or two ponies for added appeal.

This Matchbox Series 'Marshall Horse Box Mk 7' is mounted on a traditional square-cabbed ERF lorry from around 1950. The opening offside loading ramp is a great feature but is often missing from models found today.



“Horseboxes and associated vehicles were a popular theme for toymakers of the day. Maybe it was one area where they could entice girls, as well as boys, to buy their products”



The toys and models

My focus here is on the toys and models based on classic wooden-bodied vehicles from the 1950s and 60s that might well have appeared at the horse shows and gymkhanas of the time. This provides an opportunity to also include vehicles that were primarily intended for general livestock transportation, as these often doubled as horseboxes at weekends. The smaller pony trailers aren't that exciting and have not been included, and the very large lorries, including various articulated versions that were generally associated with racehorse transportation have also been excluded. It's true this arrangement has left out some rather nice examples, such as the Dinky Supertoys Harrington-bodied Maudslays operated by British Railways,

although fortunately I did feature these in an earlier article published in the November 2013 issue.

Bonneted Bedfords were still popular in my youth (although the replacement TK was just starting to capture a huge chunk of the horsebox market), so we'll start with a classic Bedford O Type and then generally move up in size and scale....

Charbens Horse Transport '1927'

This superb little model is part of Charbens Old Timers Series from the 1950s and 60s, which generally featured models of veteran cars. The range was initially inspired by the film Genevieve, with its crazy antics during the London to Brighton Run. This bonneted Bedford lorry is therefore rather out

of place in the range as it is modelled on a classic late 1940's wooden-bodied horsebox, despite the '1927' reference on its travelling trunk style Charbens box. The model carries 'Horse Transport' lettering on the sides and 'H.G. Ivory' at the rear, all beautifully picked out in gold paint along with the classic Bedford radiator.

Horseboxes generally did low mileages and this ensured that these long-lived Bedfords were still a familiar sight at horse shows well into the 1960s. Charbens' charming little model is a real favourite.

Matchbox Marshall Horse Box

The first horsebox arrived in the Matchbox Series as No. 35 in 1957, remaining in the range until 1964. It was based on a classic

Three delightful Charbens Miniature Series Horse Transport models. The '1927' date quoted on the box is about 20 years too early! These are classic Bedford O Type horseboxes from the early post-war period.

late 1940's ERF lorry, with a traditional square cab and exposed radiator that carried the large ERF name diagonally across the front. Helpfully, the superbly represented wooden bodywork was identified by Matchbox as a Marshalls of Cambridge design.

Although larger horseboxes often had two loading ramps, one at the rear and one at the side, this model has just a side ramp. Unusually it is fitted on the offside. It's just possible that the Matchbox version is based on an export model or that the original plans were reversed at some stage during the design process. Generally this style of





A period ad from 1949 promoting a Marshall horsebox built on a bonneted Austin lorry.

An unusual comparison of the three models carrying Marshall horsebox bodies with the original Matchbox version in the centre. The lorries are a Fordson Thames 4x4, an ERF and a US Dodge.

Hong Kong-based maker M.I.C. produced a small range of lorries all based on the Fordson Thames 4x4 copied from the Dinky Toys Military Ambulance. The horsebox body is, again, a replica of the Matchbox Marshall original.



“Judging by the many ramp-less models now on the collectors’ scene, this was clearly a weak-spot with this otherwise delightful model”

mid-sized horsebox had nearside loading ramps.

To reminisce for just a moment, I remember buying this Matchbox model many years ago and the sales assistant taking it from the box and shaking it vigorously before passing it to me. She explained that several models had been returned because the opening-loading ramp had fallen off. Judging by the many ramp-less models now on the collectors’ scene, this was clearly a weak-spot with this otherwise delightful model.

Matchbox used a similar ERF-based cab for a couple of other models in its range, whereas two overseas toymakers dispensed with the ERF cab but copied the Matchbox Marshall Horsebox body, mounting it on some rather unusual and exotic lorries....

AHI Japan Animal Van

We continue with another model of a Marshall horsebox but this time from a rather distant source. From the late 1950s a Japanese maker produced a set of military vehicles (branded as AHI or Cragstan) that were all based on the same US Army Dodge-style truck. There were a wide variety of military applications, from searchlight and radar carriers to anti-aircraft guns and rocket launchers. Quite why an ‘Animal Van’ was also included in this range is a bit of a mystery. One well respected US-based toy website and a wide range of other internet listings mistakenly suggest that this model, with its wooden body that extends over the cab, is actually a camper van! The body is, however, a direct copy of the Marshall Horse-

box produced by Matchbox, although slightly simplified and with the troublesome loading ramp cast shut. If these various websites had a boxed example they would see that the original packaging shows a reasonable description of the vehicle as an ‘Animal Van’. Some of these Dodge-style trucks also appeared in civilian colours, so it’s possible that there is also a non-military version of this horsebox model.

It’s an interesting and unusual model of a US-style military truck with a very British Marshall of Cambridge horsebox body.

M.I.C. Hong Kong Military Horsebox

We now move to a Hong Kong-made range of small-scale military vehicles, some also



appearing in civilian colours, which all used as a base the unusual Fordson Thames 4x4 cab/chassis unit. This maker has also mounted a Matchbox copied Marshall horsebox body onto its Fordson lorry. If the Fordson Thames chassis looks familiar it’s because it is similar to the comparably scaled Matchbox Military Ambulance, although on closer inspection the cab/chassis is actually a scaled-down version of the well-known larger Dinky Toys Military Ambulance model.

In reality, a horsebox mounted on an ex-military 4x4 lorry would provide good off-road performance but the

Guisval also added the rather less authentic 'Camion Mudanzas' version to their range. No horses with this model and as the name translates as 'Removals Van' perhaps it should be provided with a load of furniture and household effects.



Budgie Models produced two very different small-scale livestock transporters in the 1960s. Both were based on Bedford lorries and were given the same 'Cattle Truck' reference. The TK-based model is quite common but the later Pantechinicon version was primarily sold in the US and is quite a rarity.



States and this Cattle Truck is a bit of a rarity.

Budgie Toys Cattle Truck

While this model has the same name as the model reviewed earlier, it is a completely different casting, which was introduced in 1963 and deleted from the Budgie range in 1966 before the introduction of the Pantechinicon style replacement. This slightly larger model is based on the Bedford TK and was one of five different models produced by Budgie that all used the same TK-based chassis. The Cattle Truck was usually found in white with a light brown body, although sometimes the TK cabs were substituted, thereby producing a different colour combination.

The model was initially packaged in a 'Modern Vehicle Series' box, which depicted a long wheelbase truck, despite the fact that the model is based on the short wheelbase version. Later the Cattle Truck appeared in Budgie branded blister packs.

Guisval Spain Camion Animales

We now come to a further overseas copy made in Spain, but again looking very British in appearance. That's not too surprising as (despite the smaller Matchbox scale) the die-cast cab/chassis unit is a copy of the larger Dinky Toys Ford D Series lorry (as used on the Johnston Road Sweeper and Ford D800 Tipper with Snowplough).

Guisval of Spain produced a rather nice Ford D Series horsebox, complete with one or two horses, as its 'Camion Animales'. The Ford cab is a copy of the larger Dinky Toys model.

Removals Van, but the Pantechinicon body has been redesigned and now has simulated wooden slatted sides, a row of ventilators just below the roof line and a drop-down loading ramp at the rear. The wooden body could be found in various shades of brown and the loading ramp was usually full height, although some models featured a half height version that was more commonly fitted to the Removals Van. This model was part of a small range of Budgie Miniatures that were primarily sold in the United

extra height would create ride and stability issues and a requirement for a very steep loading ramp due to the increased ground clearance with this type of vehicle.

A classic 1950's British-built Marshall wooden horsebox may well have attended our local horse shows, although not mounted on a US-style Dodge or an ex-military Fordson Thames 4x4. Such unlikely combinations were really just toymakers of the day combining existing components within their ranges to create interesting but not entirely accurate models. Still, they look great lined-up together and provide

an interesting comparison to the Matchbox original.

Budgie Cattle Truck

Rather surprisingly, this is one of four wooden-bodied horseboxes/cattle trucks produced by Budgie Toys. It appears first because it is Budgie's smallest version but it was actually the last to be produced, appearing in the late 1960s. There was already a removals van in the Budgie range that looked to be based on a Marsden-bodied Pantechinicon mounted on a Bedford chassis. The Cattle Truck is a reworking of this model and retains the same front end appearance as the





The two superb larger-scale models from Budgie Toys. The three-axle Cattle Truck is based on a Leyland Hippo and the Horse Box on the classic Bedford TK, the market leader in horse and livestock transporters through most of the 1960s.

Two slightly different versions of the Benbros Cattle Transporter from its Zebra Toys range. The models are based on the 1950's Bedford S Type lorry, although they date from the early 1960s.

The horsebox body is now made of plastic (which became the norm for toys of this type from the mid-1960s onwards) and is a copy of the Matchbox No. 17 Horse Box as mounted on the brand's ergo-cabbed AEC model. Matchbox included two plastic horses with its model, whereas the Guisval version usually had just the one.

Ford D Series lorries replaced the Thames Trader range in 1965 and although successful they did not rival the Bedford TK's supremacy in the horsebox sector.

Guisval tried to increase sales of its *Camion Animales* (Animal Truck) model by also marketing it with a large 'Mudanzas' sticker on the roof. As this translates as 'Removals' it's a bit of a liberty to suggest the model can also be classed as a Removals Van, although doubtless a few

horseboxes have been pressed into service to assist with the moving of larger pieces of furniture over the years. At least the 'Mudanzas' version didn't include a plastic horse.

The Guisval model is rather unusual and makes an interesting comparison with the British-made originals and with the other horseboxes in this review.

That's the end of the smaller scale horseboxes and livestock transporters from the 1950s and early 1960s. We now move up a scale, but return to Budgie Toys for two more of its stylish models...

Budgie Toys Cattle Transporter

This superb model was one of the first models to join the newly created Budgie Toys range in 1959. Helpfully the

model states that it is based on the 3-axle Leyland Hippo 20H9 chassis, although the 20 tons laden weight reference may be more relevant to the Coal Truck alternative which used the same chassis and cab casting.

Like the two smaller Budgie Cattle Trucks, this model also has a letdown ramp at the rear. Some unpackaged models were released after the factory closure and are quite common, but original boxed examples are more difficult to locate.

Budgie Toys Horse Box

This Bedford TK Horse Box complements the Leyland-based Cattle Transporter in the Budgie range. It is a model of a classic four stall horsebox of the period, with rear and nearside drop-down loading ramps and a separate groom's entrance door. The Budgie box

advises that the body was built by G.C. Smith (Coachbuilders) and has "the exterior panelling clear varnished to show the natural timbers". The model is finished off with an 'Epsom Stable' transfer and a load of two horses.

Budgie was right to model the Bedford TK in both its differently scaled ranges, as from the early 1960s Bedford seemed to capture a massive share of the horse and livestock transporter market.

This is certainly one of the best horsebox models in this review.

Zebra Toys Cattle Transporter

Benbros generally marketed its toys under the Benbros Quality name and only belatedly did it introduce a catcher title to compete with



The varnished planking on this Bedford TK-based horsebox has seen better days. Once someone's pride and joy, it now awaits its fate with the only item of real value, the rear axle, already removed. This location is the home of the horsebox graveyard.

The main illustration in this Jennings of Sandbach advert looks similar to the Zebra Toys model.

This is a familiar Bedford S Type lorry and it is clearly signed as a horse transporter, but that is where the similarity to the other vehicles in this review ends. Vilmer of Denmark has used a slat-sided open-topped body, which would not have been used in Britain for horse transportation. Vilmer also issued the model as a six wheeler with a drawbar trailer, an even less likely configuration to be seen over here.



Dinky, Corgi and Budgie when along came its Zebra Toys range. Not surprisingly these models were packaged in black and white striped boxes, but sadly they flourished for just a few years in the early 1960s before the company ceased toy manufacturing. One of its classic models and a firm favourite of mine is the Bedford S Type-based Cattle Transporter, with its simulated wooden body, appropriate transfers and a let-down loading ramp. This is a rare model and looks great when lined-up with the two similarly scaled and contemporary wooden-bodied models from Budgie Toys.

Vilmer Denmark Horse Transporter

This Bedford S type lorry is unmistakably identified by its signage as a 'Horse Transporter'

“Some unpackaged models were released after the factory closure and are quite common, but original boxed examples are more difficult to locate”

but its open-top stake-truck style body is unlike anything that would have been seen on British roads. Our weather, not to mention our concern for the horses' welfare, ensured that British-built horseboxes were fully enclosed, with just a few ventilation points and usually a gap above the rear ramp to provide a little more air circulation. Certainly a fully open slatted-sided body without a roof was not acceptable.

Interestingly, the Vilmer model was available as a standard four-wheeled lorry or

as a larger three axle, six-wheeler towing a matching four-wheel trailer, all with 'Horse Transporter' signage. This Danish-made model is more in the style of an American livestock transporter and, although the Bedford is very British looking, it would have been unheard of for such a vehicle to arrive at a local horse show. It is, however, British-based and clearly signed as a 'Horse Transporter', so it definitely gets a mention here. It is perhaps the exception that proves the rule when looking at

A nice mixture of similarly scaled and contemporary models from Budgie and Zebra Toys.

horseboxes of the period and it certainly makes an interesting comparison to our home-produced vehicles.

On with the show...

Next time we continue our review by looking at even larger horsebox models, including an unidentified die-cast model from the 1940s (perhaps the oldest model in the entire review), one horsebox with a very special working novelty feature and some huge British-made classics. MC

Acknowledgements

Many thanks to James and Craig for their assistance with this review.

A working Dinky Toys display

David Busfield shares details, and photographs, of a fascinating project he's recently undertaken...

..... **Details and instructions** for the project just undertaken by David as featured in the May 1959 issue of *Meccano Magazine*.

Whilst conducting some research a year or so ago, I was working my way through a large number of issues of the *Meccano Magazine* when I came across an extremely interesting article for a potential winter project in the issue dated May 1959.

The article referred to a working Dinky Toys display similar to one supplied to selected Dinky Toys dealers. It incorporated a Meccano construction to form the basis of the motorised display of Dinky Toys vehicles. It was described as "A Novel Mechanism for Enthusiasts". I was utterly intrigued and decided that I had to try to construct one of these. Furthermore, I was

My motor came in a box dated September 1949. It is rated at 20V AC or DC. I decided to run it from a Meccano T20 Transformer as this gives a variable output and the speed can be controlled. This transformer was first introduced in 1935. I don't know the age of mine but it has been rewired to meet modern standards. As I intended to transport the display around, I added a few more bracing parts to the basic frame to increase the inherent strength of the construction, although knowing how strong Meccano is this may have been unnecessary.

The roadbed was fitted to the frame and this was where I had my only major problem

"I was utterly intrigued and decided that I had to try to construct one of these. Furthermore, I was determined to try to stick as much as possible to the original 1959 design concept"

determined to try to stick as much as possible to the original 1959 design concept.

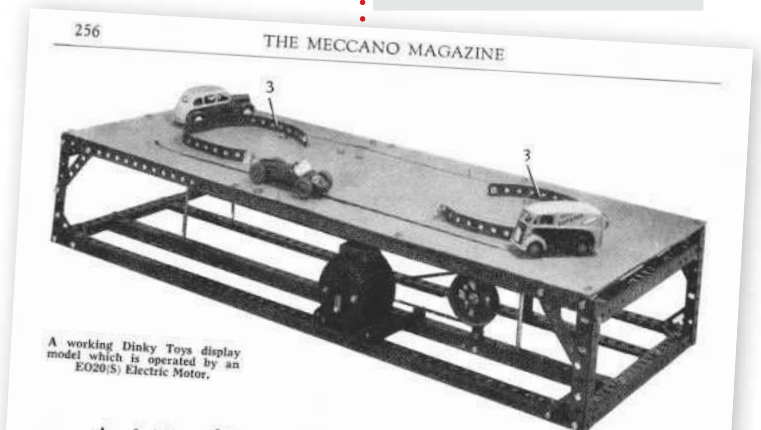
Getting the show on the road

I commenced work in the October of last year and the basic framework was assembled fairly quickly. Most of the Meccano parts were items I had owned for many years, although some second hand items were acquired via e-Bay and dealers, as were a handful of modern reproductions manufactured to the original Meccano specifications.

I used a second-hand Meccano E020 20V non-reversible motor, commonly referred to as the 'Cricket Ball' motor because of its shape.

during the project.

The original design called for an endless belt being passed around four 3 inch Meccano pulleys. The first belt I tried was made from leather, of the type used on sewing machines, as per the original specification. I could only find 6 mm diameter leather belting and this would not run properly; it kept slipping off the pulleys as the diameter was slightly too large. I then found some 5 mm diameter modern belting made from Polyurethane on e-Bay. This has the edges roughened, which improves the grip on the pulleys, and works fine. Steel pins are pushed through the belting so that they engage



A Working Dinky Toys Display A Novel Mechanism for Enthusiasts

A DISPLAY of Dinky Toys and Dinky Supertoys is always an attraction, and when it is a working display it is sure to draw a crowd of interested spectators. For some time now special displays of moving Dinky Toys have been available to Meccano dealers, and these displays have aroused considerable interest. Meccano model-builders will be interested to learn that the basic mechanisms of the displays are made with Meccano parts.

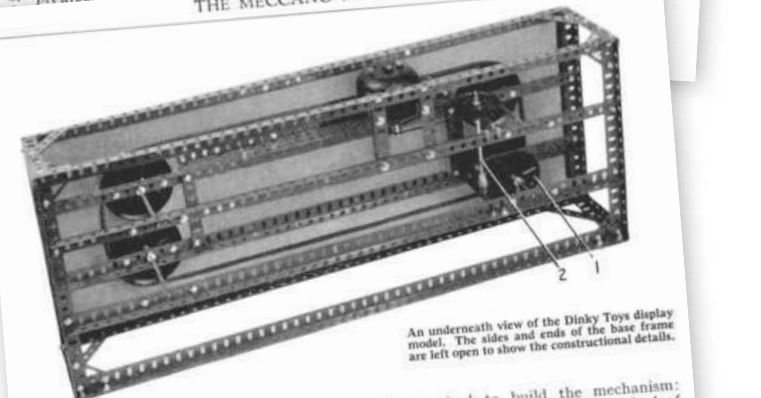
We have received many enquiries from Dinky Toys collectors for details of these moving displays. For various reasons, one of which is that the need for operating them continuously and for long periods involves the use of a high voltage motor, the precise design of the dealers' display is not readily adaptable for home construction, but it is possible to arrange a similar display with Meccano parts and a few additional items that can be obtained very easily, and most model-builders will find it very interesting to do this.

The mechanism of a simple display of moving Dinky Toys is shown in the pictures on this and the facing page. To show the construction clearly, the sides and ends are shown left open, but they can be fitted in very easily with Meccano parts or plywood.

is a stout structure made from Angle Girders. In the example illustrated the sides are made with 24 1/2" and 4 1/2" Angle Girders, and the ends are formed by 9 1/2" Angle Girders.

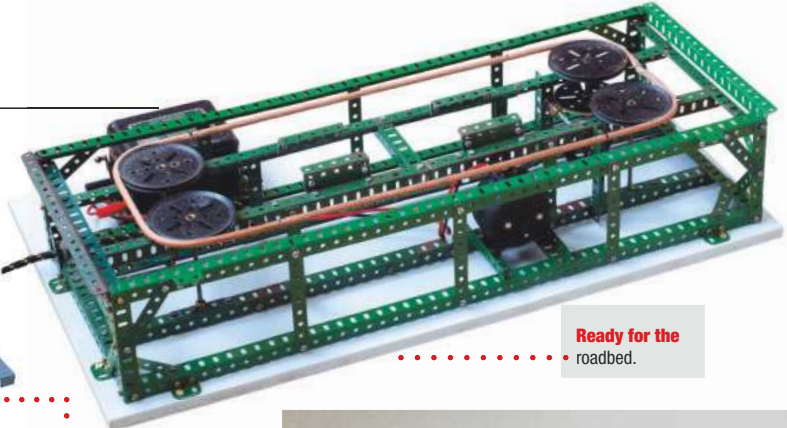
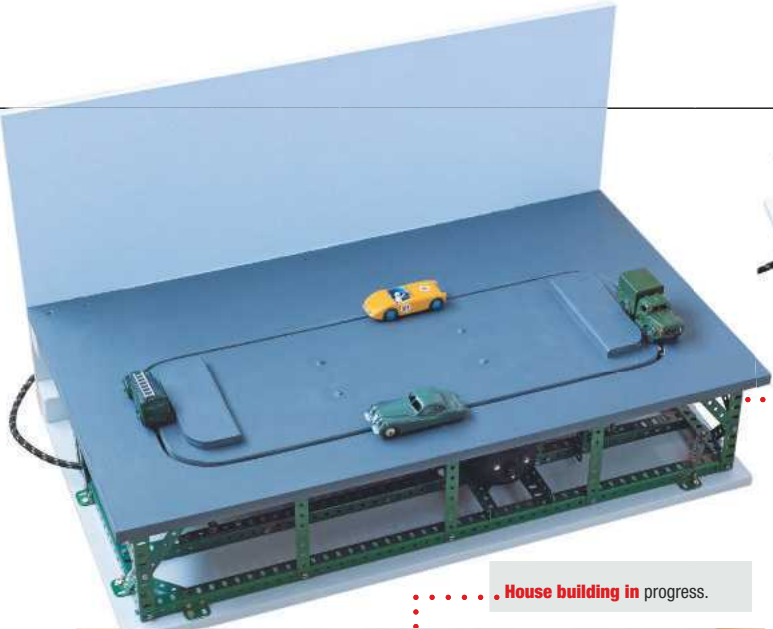
The Dinky Toys are carried along by an endless belt passed round four 3" Pulleys. Each of these Pulleys is fixed on the upper end of a Rod mounted in 24 1/2" Angle Girders bolted between the 9 1/2" Angle Girders forming the ends of the framework. Strips are bolted to the Girders to locate the Rods in the slotted holes, and one of the Rods carries a 2 1/2" Gear marked 1. The Gear is driven by a Worm Gear on a Rod 2, which is mounted in Strips bolted to the framework and carries a 2" Pulley. The Pulley is driven by a Driving Band passed round the pulley of an E020(S) Electric Motor bolted to 3 1/2" Angle Girders.

The endless belt is a piece of round leather belting of the kind fitted to sewing machines, and it can be obtained from shops dealing in spare parts for these machines. The belt is cut to length and its ends joined so that it is a tight fit round the 3" Pulley. Up to six steel pins are pushed through the belt, so that they engage with the pulleys.



be cut accurately, otherwise it may move the pins out of line and force the belt off the Pulleys. The centre section of the supporting platform is bolted to two of the Girders, which are connected to two of the 24 1/2" Angle Girders by 12 1/2" Flat Girders. A 12 1/2" Strip 3 curved as shown is attached to each end of the platform to guide the models round the curves.

The following is a list of the Meccano parts required to build the mechanism:
2 of No. 1; 2 of No. 1a; 2 of No. 3; 4 of No. 4; 8 of No. 5; 8 of No. 7; 2 of No. 8; 4 of No. 8a; 4 of No. 9a; 4 of No. 9b; 4 of No. 12; 1 of No. 15; 4 of No. 15b; 4 of No. 19b; 1 of No. 37a; 106 of No. 37b; 1 of No. 32; 116 of No. 59; 2 of No. 103b; 48 of No. 38; 5 of No. 133; 2 of No. 133a; 10 of No. 111c; 8 of No. 133; 2 of No. 133a; 1 of No. 186b; 1 E020(S) Electric Motor.



Awaiting background detail.

The drive pins: unfortunately this project does involve having to drill a small hole in the baseplate of the Dinky Toys to be 'run'.



in small holes drilled into the baseplates of the Dinky Toys. Instead of having the roadbed cover just the area of the frame, as in the original, I decided to extend it at the rear by approximately 100 mm to allow for the provision of some low-relief buildings in order to make a small diorama.

Scene setting

Once I had fully completed the shop, I quickly made good progress on building the row of four houses that form the major part of the background to the display. The shop and houses are self-assembly, low relief, cardboard kits from 'Purple Bob's Hobbies' (www.purple-bob.co.uk). They are excellent quality kits, with very comprehensive instructions, and when finished look absolutely superb. The buildings are '0' gauge scale, so they fit really well with the size of the 1950's

Dinky Toys. I added drainpipes, house numbers, a street name and curtains to the windows for added realism. The scene was further set by the use of 1950's Dinky road signs, a Spratts ad, a telephone box, a post box and

various figures and animals. The fencing is by Airfix.

A necessary sacrifice

The only down side to creating this display is having to drill a small hole in the baseplate of the Dinky Toys. In my case, I used some unboxed items that I had bought for a reasonable price. I did first try to make things work using some small magnets but the vehicles became detached on the corners, so in the end I stuck to the original design.

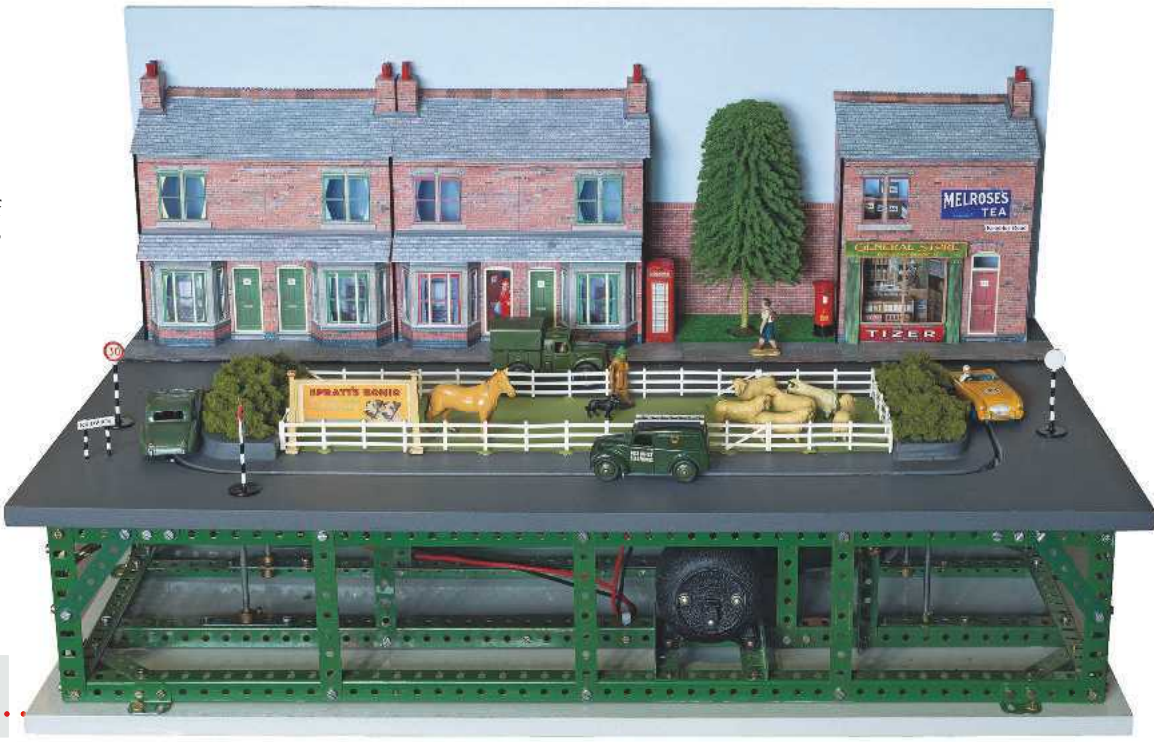
Transport of delight

All in all, though, this proved a very pleasing project, which

took approximately seven months to complete.

The display is a convenient size, and weight, to transport around and I will be showing it at a number of events this year. So far the reception has been very positive.

I cannot remember seeing one of these as a child and can only assume they were given to the larger dealers. I lived in a rural location, served only by smaller shops; but it would be fantastic to hear from anyone who does remember seeing one of the originals on display in a Dinky/Meccano dealership, or indeed elsewhere. **MC**



The finished result: a 1959 Meccano/Dinky motorised display.

Getting the measure

Jona Schellekens shares details of what his meticulous research into the work of classic French toy manufacturer *Compagnie Industrielle du Jouet* reveals...

Our story begins with Citroën, the youngest of the three big French automobile manufacturers, and André Citroën, the man who launched the first mass-produced automobile in Europe, the Type A. André was not only an innovator but also a master of publicity – for example, from 1925 to 1930, he used the Eiffel Tower as the world's largest advertising sign. He also clearly understood that there was big promotional benefits in miniaturization, though, as in 1922, he had asked Fernand Migault to manufacture toy models of

his cars. Marcel Gourdet, who had been contracted by Migault in 1919 to create new toys, was to be responsible for their production. Gourdet retired in 1957, after creating more than 40 prototypes.

The toys made for Citroën were branded as *Les Jouets Citroën* [Citroën Toys]. Most of these were tinplate toys and much larger than O scale. But in 1929 Migault released their first models in O scale. Most of these were made of plaster and flour. The use of this material for model cars is a uniquely French phenomenon. In catalogues

this material was referred to as 'matière plastique'. The Citroën models released by Migault in 1929 appear to be the oldest plaster and flour models of a real car.

In 1930, Migault changed the name of the company to *Compagnie Industrielle du Jouet* (CIJ). Below follows my assessment of the scales of Migault and CIJ's O scale and smaller models. For readers unfamiliar with the real vehicles on which the older models were

based, I've also provided some background information.

Les Jouets Citroën

Apparently, the first O scale Citroën models were not made by Migault. These are a set of six models of the Citroën B14, released in 1928, made of lead, a material not used by Migault, as far as I know. The May/June 1998 issue of *Argus de la Miniature* (AM) identified them as models of the B14G. If this

“The use of this material for model cars is a uniquely French phenomenon”

Jona's estimate for the scale of the tinplate No. 601/1b Citroën 15CV Coupe is 1:48. Image courtesy Hôtel des Ventes de Nîmes.



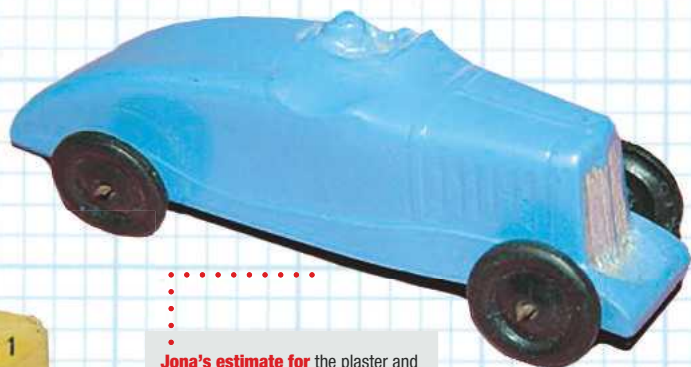
The plaster and flour No. 601U/1 Citroën lorry, which Jona estimates was modelled to 1:51 scale. Image courtesy Hôtel des Ventes de Nîmes.



Jona's estimate for the scale of the plaster and flour No. 2/5 Renault Nervasport, considered by many to be the nicest of the plaster and flour models, is 1:53. Image courtesy Hôtel des Ventes de Nîmes.



Jona's estimate for the plaster and flour No. 600 Citroën Petite Rosalie record car is 1:55. Image courtesy Hôtel des Ventes de Nîmes.



of CIJ

is correct, then I estimate their scale to be 1:48.

In 1928 the C4 replaced the B14. The C6 shared the styling of the C4, but was more luxurious. It was the first Citroën with six cylinders. AM identified the plaster and flour Nos. 601/1, 601/2 and 601/3, which were released in 1929, as models of the C6E. In his book *Classic Miniature Vehicles Made in France*, Edward Force identified them as models of the Citroën C4. They were sold in boxes with 'C6' on them, however, so obviously cannot be C4 models. My estimate for their scale is 1:51. There also is a series of six commercials based on the C6E that was released by Migault in the same year. These were

numbered 601U/1 to 601U/6. They use the same tinplate chassis, so their scale is also 1:51.

Probably the plaster and flour Rosalie record cars are the most popular pre-war O scale models made by CIJ for Citroën.

Yacco, a motor oil company, to test and promote its oil, sponsored the cars on which these were based. There were several versions. Unfortunately, all were destroyed, although there are a few 1:1 replicas. The first two were indistinguishable from the outside, both built on a Citroën C6 chassis. I estimate the scale of CIJ's No. 501 Rosalie I-II, released in 1932, to be 1:49. The Rosalie IV or 'Petite Rosalie', based on the Rosalie 8A, is the most famous Rosalie. My estimate for the scale of CIJ's No. 600 model of it is 1:55. The Rosalie V was a re-baptised Rosalie III based on the Rosalie 15AL. Even though it was a larger car than the *Petite Rosalie*,

my estimate for the scale of CIJ's No. 600/c model is 1:49.

In 1932 the successors of the C4 and C6 were released. Initially, they were designated the A8, A10 and A15, but soon they were given the name Rosalie, after the record cars. In 1933 CIJ released an O scale tinplate model of the Rosalie 15CV Coupe. If it is a 15AL, then the scale of the Nos. 601/1a, 1b, 2a, and 2b is about 1:48.

The high development costs of the Traction Avant, the first European production car with front wheel drive, forced Citroën, in 1934, to file for bankruptcy and Michelin became the largest shareholder. In the same year CIJ stopped making promotional toys for Citroën. But this was not the end of *Les Jouets Citroën*, because in 1937, JRD, initials that stand for *Jouets Rabier et Donnot* [Rabier and Donnot Toys], started making them.

In 1963, JRD would be taken over by CIJ. JRD will be the topic of a separate article, which will continue the Citroën story.

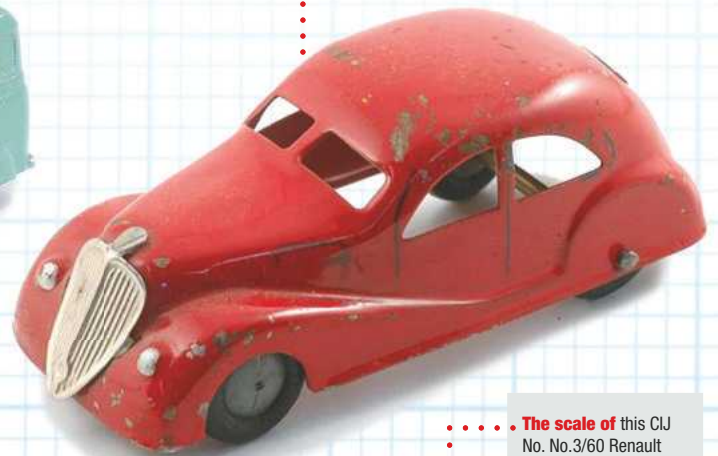
Pre-war Renaults

In 1935, CIJ started making promotional toys for Renault. Many consider the No. 2/5 Renault Nervasport, released in 1935, as the nicest plaster and flour model made for Renault. My estimate for its scale is approximately 1:53. It is a much more accurate model than French Dinky Toys No. 23b Renault Nervasport, released in the same year. In his book *Les Dinky Toys et Dinky Supertoys Français*, Jean-Michel Roulet identified the Dinky Toy as a Nervasport, even though the rear end of the Dinky Toy is incorrect. I estimated the scale of the Dinky Toy to be 1:48 (MC Oct. 2014).

In the 1930s streamlining was very popular in car design.



••••• **The No. 3/68 Renault** Dauphinoise was released in 1957, but actually is a pre-war design. Jona's estimate for its nominal scale is 1:45. Image courtesy of Vectis Auctions.



••••• **The scale of** the No. 3/1 Renault Viva Grand Sport, a fine example of 1930's streamlining, is approximately 1:47. Image courtesy Hôtel des Ventes de Nîmes.



••••• **The No. 3/48 Renault** 4CV was the first car released by CIJ in 1:45. Image courtesy of Vectis Auctions.



••••• **The scale of** this CIJ No. No. 3/60 Renault 1000 kg Van is 1:45. Image courtesy of Vectis Auctions.

Whereas Citroën invested more in technological innovation (and went bankrupt), Peugeot and Renault invested more in streamlined design.

In 1934 Renault released the upmarket Vivastella Grand Sport, a powerful coupé with streamlined bodywork designed by Marcel Riffart, who had been recruited from the aircraft industry for the purpose. In the following year, the car was renamed Viva Grand Sport and CIJ released a tinplate O scale model of it. The No. 3/1 was also sold with a clockwork engine as No. 5/4. Recently Norev has reissued the clockwork version. My estimate for the scale of the Nos. 3/1 and 5/4 is 1:47, but this is an approximation, because they are rather crude models.

Renault also sold more affordable cars. In 1938 it released the Juvaquatre. The car was heavily inspired by the Opel Olympia. On both cars the headlamps blended into the

hood, a feature first seen on the 1934 Hupmobile, which was designed by Raymond Loewy. Not until 1957, however, did CIJ release a model of the Juvaquatre. At that time, only the station wagon and van, sold as the Dauphinoise, were still in production.

Post-war Renaults

In 1949 CIJ released its first O scale model in zamak: the No. 3/48 Renault 4CV. The 4CV was the first CIJ model in the scale of 1:45. It was also released with a clockwork mechanism as the No. 4/48. Just like the real car, the CIJ model sold very well.

But until 1956 other scales were also used. Meccano used 1:48 for larger cars and commercials. I did not find any evidence for the use of 1:48 by CIJ. Instead, CIJ seems to have used smaller scales for larger cars and vans. Thus, the scale of the No. 3/51 Renault Frégate Admiral is 1:52. It was also sold as the No. 4/51 with a clock-

work mechanism. But in 1958, a model of a later version of the Renault Frégate was released in the nominal scale of 1:45.

CIJ released several versions of the Renault 1000 Kg. Van. There also is a Dinky Toy version, which was scaled down to 1:55. The CIJ model is generally considered to be the more accurate. At 1:45, it is also larger. Recently this CIJ van has been reissued by Norev using the original tooling.

In the 1950s CIJ released models of all Renault cars and vans. This includes models many readers will be less familiar with, such as the Renault Colorale, a car that had been developed with colonial and rural customers in mind; hence its name, which is composed of the first two syllables of 'COLoniale' and the last of 'ruRALE'. The Colorale

was only available as a panel van and an estate. The estate version was sold as the Prairie. To modern eyes it looks like a tall station wagon, similar to the much later Nissan Prairie. Perhaps the identical name is not a coincidence. CIJ released several versions of the car with and without a clockwork mechanism. Like the 4CV, its scale is 1:45.

Panhard

Besides Renaults, CIJ also made several Panhards. The No. 3/47 Panhard Dyna X was the second model to be released in zamak and in the nominal scale of 1:45. There also is a version with a clockwork mechanism. The real car was released in 1948 and at the time it was one of the few cars available with front-wheel drive.

Larger scales were used for

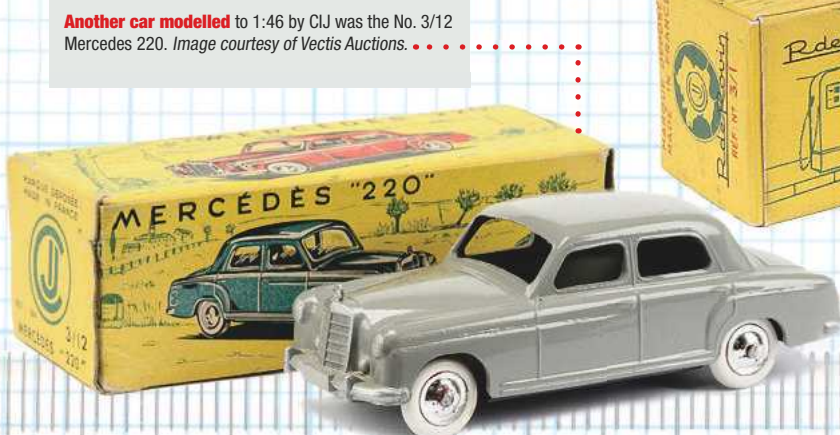
“Recently this CIJ van has been reissued by Norev using the original tooling”



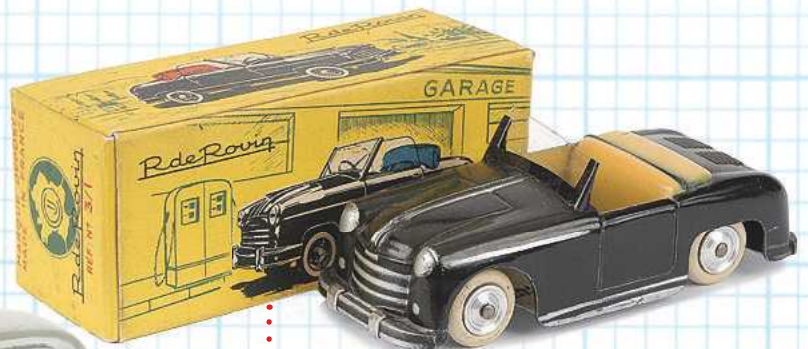
The scale of CIJ's No. 3/47 Panhard Dyna X is 1:46. Image courtesy of Vectis Auctions.



The scale of the CIJ No. 3/42 Renault Prairie is 1:45. Image courtesy of Vectis Auctions.



Another car modelled to 1:46 by CIJ was the No. 3/12 Mercedes 220. Image courtesy of Vectis Auctions.



Released under reference No. 3/1, CIJ modeled the little De Rovin D4 roadster in 1:35 scale. Image courtesy of Vectis Auctions.



two small roadsters. Thus, the scale of the No. 3/5 Panhard Dyna Junior 1953 is 1:40. The scale of the No. 3/1 De Rovin D4 is even larger at 1:35. This roadster was the size of a bubble car. A year later, Quiralu would use this scale for its series of three bubble cars (see MC Xmas 2013).

The 'Forward Look'

CIJ released just two models of American cars. Both were models manufactured by the Chrysler Corporation. Until 1955 General Motors had set the trend in car design, but in 1953 'the father of fins', Virgil Exner, was named Director of Styling at Chrysler. Two years later saw the launch of his first range of Chrysler cars. Their styling was christened the 'Forward Look' and advertised as the '100 Million Dollar Look'. They featured low hoods and some of them, such as the 1955 Chrysler Windsor, already had small tail fins. The scale of the No. 3/15 1955 Chrysler Windsor

is 1:50. Unfortunately, its scale is not compatible with that of the second American model.

Starting in 1957 only one standard scale would be used for all cars and vans. Larger cars were now also scaled down to 1:45, allowing for a deviation of one point, such as the No. 3/16 1955 Plymouth Belvedere. The Belvedere is another example of Exner's 'Forward Look'. Meccano also released a model of the Belvedere. Dinky Toys No 24D is a 1956 two-door Plymouth Belvedere. Except for the tail fins, the CIJ and the Dinky Toy represent the same model. The scale of the Dinky Toy is only slightly smaller at 1:47. By the way, the best place to look for classic examples of the 'Forward Look' is not CIJ but Dinky Toys. For example, have a look at the No. 178 Plymouth Plaza, which was released in 1959.

Europarc

In 1960 the company was sold to Maurice Broual. Apparently, he

added Europarc to the name to rid the company of its Renault image. In the same year, 1:43 became the standard scale for cars and vans. Probably, the new owner had nothing to do with the decision to adopt 1:43, because it takes a while to plan the release of a new model.

According to my computations, the No. 3/58 Renault Floride was the first car in 1:43. Having been released in 1960, it must have been planned before the company was sold. The Floride was also sold as the Caravelle, which was named after the world's first short/medium-range jet airliner. I will return to this jet later.

But not all new models were in the new scale. In 1961, a new van, the No. 3/90 Renault Estafette, was scaled down to 1:45. It may have been in an advanced stage of planning when the scale of 1:43 was adopted. Four other car models that were released after 1960 were scaled down to 1:44, according to my

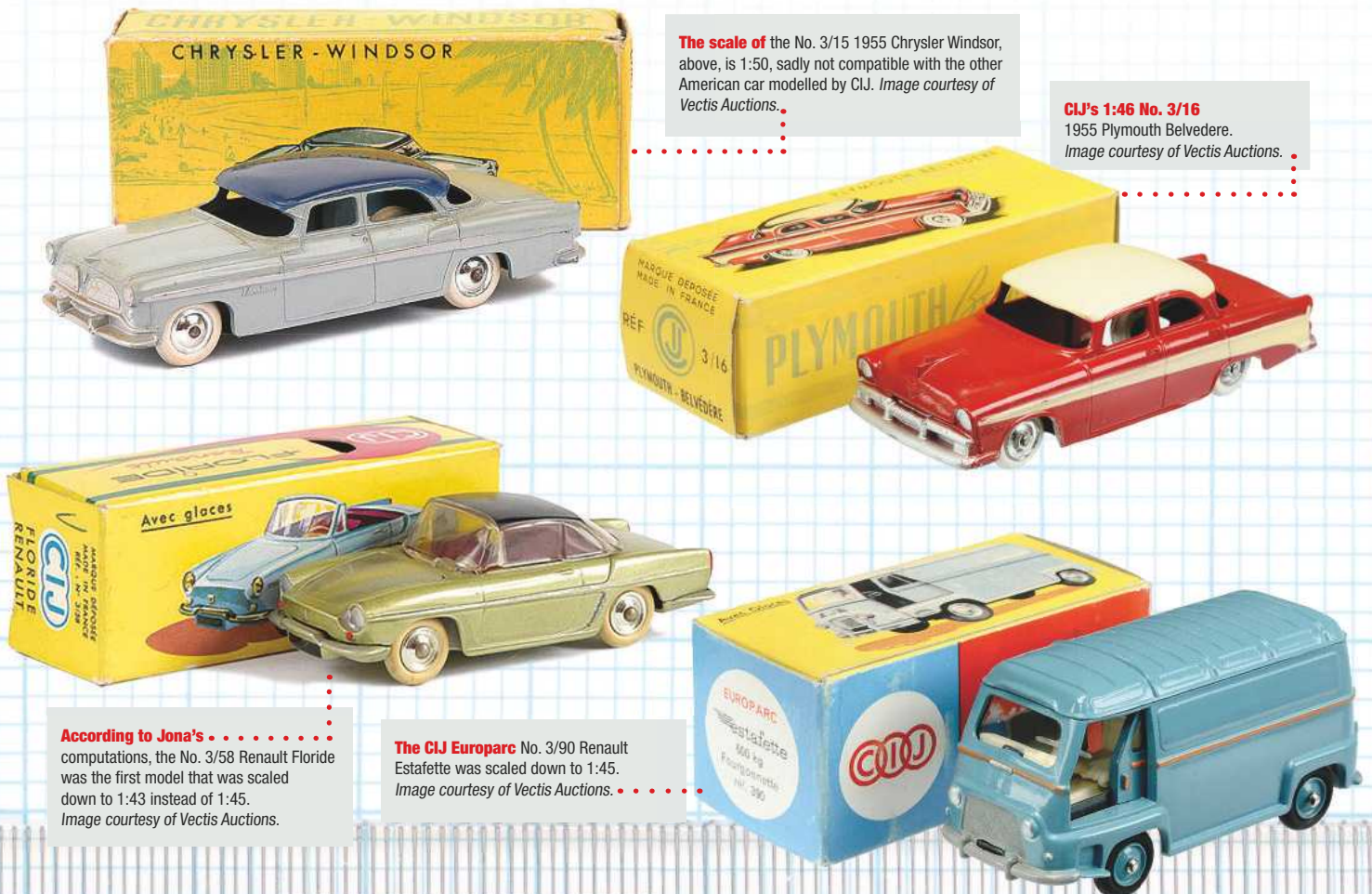
computations, but that is only a small deviation from the standard scale and so the nominal scale of these models may well have been 1:43.

In 1963, CIJ bought JRD. Unfortunately, two years later the last new models were released. Distribution continued until 1967. Recently, however, the present owner of the brand name, Norev, has reissued some of the models that are made from the original tools.

Buses and lorries

There was one bus in the 3 Series released in 1954, the No. 3/40 Renault R4192 120CV, and my estimate for its scale is 1:83.

I do not have estimates for the scales of all lorries. The oldest is a Panhard Movic, released in 1951. The lorry was also sold with a clockwork mechanism. My estimate for its scale is also 1:83. CIJ also made a few models of Saviem lorries, because in 1955 the merger of Renault's lorries and buses



The scale of the No. 3/15 1955 Chrysler Windsor, above, is 1:50, sadly not compatible with the other American car modelled by CIJ. Image courtesy of Vectis Auctions.

CIJ's 1:46 No. 3/16 1955 Plymouth Belvedere. Image courtesy of Vectis Auctions.

According to Jona's computations, the No. 3/58 Renault Floride was the first model that was scaled down to 1:43 instead of 1:45. Image courtesy of Vectis Auctions.

The CIJ Europarc No. 3/90 Renault Estafette was scaled down to 1:45. Image courtesy of Vectis Auctions.

manufacturing operations with Somua and Latil formed Saviem. Initially there was no standard scale for lorries, but the scales used grew over the years until, in 1955, CIJ settled for a standard scale of 1:55.

Micro Miniatures

In 1957 CIJ released a small series of Micro Miniatures. The series consisted of only ten die-cast models. The last model was released in 1959. I only have estimates for the scales of the three cars and the one van. The scale of the two larger cars is HO and that of the smaller one is OO.

Aircraft

In 1959 CIJ released a small series of die-cast aircraft. The last new models were released in the next year. There are eight different castings. The nominal scale of six of these is 1:300 and this appears on the lower fuselage of at least two of the models: the Caravelle and Boeing 707. The scale seems to have been added at a later stage. It also appears on at least one box: that of the Caravelle Air France. This scale suggests that

"While my information about pre-war CIJ scales is incomplete, it seems to suggest that 1:43 was not used as a standard scale for pre-war models."

they were meant to compete with the series of die-cast aircraft released four years earlier by Solido, in which the larger models were also in a nominal scale of 1:300. The scale of the first two aircraft in the series, however, is much larger.

Perhaps the most unusual aircraft in the series is the Breguet Deux Ponts (Double Decker). Unfortunately, the lower deck windows below the wings have not been made visible on the CIJ model, which represents the 'Provence', a passenger version in the service of Air France. The introduction of the Caravelle rendered the Breguet obsolete as a passenger aircraft. The Caravelle was the world's first short/medium-range jet airliner and was faster, more comfortable and had a greater range than the Breguet. The Caravelle proved a very popular toy and Dinky Toys, Siku, Solido and Tekno all also made models of it.

Concluding remarks

The nominal scales mentioned in this article are based on my computations, because CIJ did not publish any nominal scales, as far as I've been able to determine, except for those of the aircraft.

While my information about CIJ scales is incomplete, it seems to suggest that 1:43 was not used as a standard scale for pre-war models. My estimates suggest the pre-war models range from 1:47 to 1:55, the most common scale being 1:48, allowing for a deviation of one point. To the best of my knowledge, this scale was first used in 1915 for (what was to become) a Tootsietoy.

In 1949 CIJ adopted 1:45 as the standard scale for most cars and vans. Even though this scale derives from the distance between tracks for O gauge railways as determined by Märklin in the 1890s, there is no evidence for the use of this scale before the war, not even by Märklin, as I have tried to show in a previous article (MC July 2012). In 1948, Meccano started to use 1:45 as a standard for small and medium-sized Dinky Toys cars, the first car in this scale being the No. 40e Standard Vanguard. Meccano seems to have set a trend, because other companies soon followed, CIJ apparently being the first in 1949, followed by Märklin in 1953. It was not until 1960 that CIJ adopted 1:43

The scale of the No. M7 Renault 1000 Kg Van is 1:106. Image courtesy of Vectis Auctions..



The scale of the CIJ Europarc No. 3/6 Citroën Ami 6 is 1:43. Image courtesy of Vectis Auctions.



Jona's estimate for the No. 3/40 Renault R4192 120CV Bus is 1:83. Image courtesy of Vectis Auctions.



The scale of the No. 3/20 Panhard Movic BP Tanker is 1:83. Image courtesy of Vectis Auctions.

The nominal scale of the No. 1/14 Breguet Deux Ponts Air France is 1:300. Image courtesy of Vectis Auctions.



as the standard scale for its cars and vans, which is quite late for a French company. In 1955 the company seems to have settled for a standard scale of 1:55 for its larger commercials, a scale that was also used for French Dinky Toys commercials.

Explanations and acknowledgements

The lists present my estimates for the actual and nominal scales of CIJ models. CIJ was founded in 1930, so formally the 1929 models were not made by CIJ but by Migault. The models in each list have been arranged in chronological order. Some of the estimates are based on the wheelbase length. I have indicated this by an asterix in the description and added the wheelbase length of the real vehicle to the description. The estimates for the scale of aircraft are based on their wingspan. I consulted old catalogues and *Classic Miniature Vehicles Made in France* by Edward Force for the length of the automobiles, the 1960 catalogue for the wingspan of the aircraft, *AM for the history of CIJ*, and *A Century of Car Design* by Penny Sparke for the story of Exner's 'Forward Look'. I would like to thank Peter Mulder of Model-cars, Rotterdam, for measuring the length of the reissue of the Renault Viva Grand Sport. And last, but not least, I would like to thank Vectis Auctions and the French auction house Hôtel des Ventes de Nîmes again for allowing me to use their images. **MC**



CIJ Scales

Cat. No.	Description	Year	Scale	
			Actual	Nominal
601/1, 2, 3	Citroën C6E	1929	1:51	-
601U/1, 2, 3, 4, 5, 6	Citroën C6E Utilitaire	1929	1:51	-
501	Citroën Rosalie I-II record car 296cm*	1932	1:49	1:48
600	Citroën "Petite Rosalie" record car	1933	1:55	-
601/1a, 1b, 2a, 2b	Citroën Rosalie 15A Cabriolet	1933	1:48	1:48
600/c	Citroën Rosalie V record car 291.5cm*	1934	1:49	1:48
2/5	Renault Nervasport record car 319cm*	1935	1:53	-
3/1, 5/4	Renault Viva Grand Sport	1935	1:47	1:48
3/48-3/49	Renault 4CV	1949	1:45	1:45
3/47, 4/47	Panhard Dyna X 1950	1950	1:46	1:45
3/20, 4/20	Panhard Movic Tanker 425cm*	1951	1:83	-
3/21	Renault R4080 Tanker 400cm*	1952	1:76	-
3/51, 4/51	Renault Frégate Amiral	1952	1:52	-
3/25	Renault R4140 Fainéant 364.5cm*	1953	1:65	-
3/42-3/45, 4/42-4/45	Renault Colorale	1953	1:45	1:45
3/5	Panhard Dyna Junior 1953	1954	1:40	-
3/10	Volkswagen	1954	1:45	1:45
3/40	Renault Bus R4192 120CV	1954	1:83	-
3/1	De Rovin D4	1955	1:35	1:35
3/54	Panhard Dyna Z 54	1955	1:45	1:45
3/60-3/63	Renault 1000 Kg	1955	1:45	1:45
3/70 etc.&3/80 etc.	Renault R4182 Fainéant 300cm*	1955	1:55	1:55
3/15	1955 Chrysler Windsor	1956	1:50	-
3/56-3/57	Renault Dauphine	1956	1:46	1:45
3/2	Renault Étoile Filante	1957	1:44	1:45
3/12	Mercedes-Benz 220	1957	1:46	1:45
3/16	Plymouth Belvedere	1957	1:46	1:45
3/66-3/69	Renault Dauphinoise	1957	1:44	1:45
3/46	Peugeot 403 Break	1958	1:45	1:45
3/52	Renault Frégate Grand Pavois	1958	1:46	1:45
3/53	Renault Domane	1958	1:46	1:45
3/33-34, 38	Renault E30 Tractor (two versions)	1959	1:30	-
3/50	Alpine A106	1959	1:46	1:45
4/69-71	Saviem JM Semi-Trailer	1959	1:56	1:55
4/73, 76-78, 80	Saviem JM Lorries (two versions) 335cm*	1959	1:56	1:55
3/58	Renault Floride	1960	1:43	1:43
3/3	Facel Vega Facellia	1961	1:43	1:43
3/4	Citroën ID Break	1961	1:44	1:43
3/90-3/93	Renault Estafette	1961	1:45	1:45
3/7-3/8	Simca 1000 sedan	1962	1:44	1:43
3/6	Citroën Ami 6	1963	1:43	1:43
3/94	Renault R2164 Galion 244cm*	1963	1:44	-
3/9	Simca 1000 coupe Bertone	1964	1:44	1:43

CIJ Scales: Micro Miniatures and Aircraft

Cat. No.	Description	Year	Scale	
			Actual	Nominal
Micro Miniatures				
M2	Peugeot 403	1957	1:86	1:87
M6, M7, M10	Renault 1000 Kg	1957	1:106	-
M8	Renault Dauphine	1958	1:76	1:76
M9	Simca Ariane	1959	1:87	1:87
Aircraft				
1/1	Fouga CM 170R	1959	1:184	-
1/2	Nord Norécrin	1959	1:167	-
1/10, 20	Sud-Aviation SE 210 Caravelle	1959	1:301	1:300
1/11	Douglas DC-7	1959	1:306	1:300
1/12	Nord 2501 Noratlas	1959	1:304	1:300
1/14	Breguet Deux Ponts Air France	1959	1:303	1:300
1/15, 30	Boeing 707-120	1960	1:296	1:300
1/16	Douglas DC-6	1960	1:306	1:300

Monsters & thoroughbreds 1906-1914

MOTOR RACING PART
PIONEERS 2

Brian Owen transports us back to an era when motorsport was still in its infancy and treats us to a look at the 1:43 scale models that can be tracked down to represent the dawn of a new era...

The year 1906 saw the beginning of a new era of motor racing, marked by a more professional approach. Racing on 'closed courses' had already replaced the pioneering city-to-city motor races. Closed courses were still public roads but they had been cleared and 'secured', even to the point of fencing them off. Motorsport was still extremely dangerous but if an accident happened, help was, theoretically, close at hand.

Although there were still a few wealthy or titled amateur drivers, manufacturers now paid talented professionals. These heroic drivers fought to keep control of their machines as they hurtled over unmade roads with barely adequate tyres, and rear wheel brakes only. Beside them clung their intrepid mechanics, who alone were allowed to assist their driver by pumping up pressure in the fuel tanks, warning of overtaking rivals and helping with fitting new tyres onto fixed rims when the inevitable and frequent punctures happened. Tyres had to be cut off before new inner tubes and outer casing could be fitted. Detachable wheel rims, in use by 1907, made a tyre change faster and easier.



The Gordon Bennett Trophy Races run between 1900 and 1905 had fostered international rivalry and France won four of the six. France, however, rejected the Trophy in 1905 and, instead of staging the 1906 event, the Automobile Club de France organized the world's first Grand Prix. Unlike the Gordon Bennett Races it was open to any number of manufacturers' teams. France saw its Grand Prix as a way of demonstrating its superiority in automotive engineering.

The cars

By 1905 the pressed steel chassis had replaced armoured wood and the gate change gearbox and honeycomb radiator were standard for road racing.

Renault driver Ferenc Szisz, the winner of the Grand Prix, leads the Hotchkiss of Elliott Shepard.

Ferenc Szisz triumphantly crossing the finishing line at the 1906 Grand Prix.



Szisz and his mechanic refilling their radiator during a pit stop.

Large, low-revving, four-cylinder engines of 12 litres capacity and upward were normal for a racing car; their huge flywheels dictated a high-sitting chassis so the driver's eyes were some 5ft from the ground.

Weight was kept to a minimum and was saved in the chassis and bodywork. As a result competition forced the largest engines into the flimsiest chassis.

The cars were fast but when something failed the result was spectacularly catastrophic!

As the years passed engines became more efficient but



capacities were slow to drop, despite a series of regulations or 'formulae'. These were initially set by the Automobile Club de France but were accepted for all international Grands Prix, and regulated weight, fuel consumption or piston size. Notably, in 1914 a maximum engine size of 4.5 litres was enforced.

Fiat racing cars were more refined than most. By 1909

engines were built with overhead camshafts and by 1914 cars were fitted with front wheel brakes. Fiat was amongst the technical leaders but conversely was amongst the last to abandon final drive by chains.

The Grands Prix

The Grand Prix de France of 1906 was a two-day event, run over 12 laps of a 64-mile course near Le Mans. It was won by a Renault, driven by the Hungarian Ferenc (a.k.a. Francois) Sziisz, an engineer at Renault. The car's engine was of almost 13 litres, set in front of the radiator. Maximum speed was 90 mph. No small factor in Renault's victory was the detachable wheel rims its car wore, speeding up tyre changing.

In 1907 and 1908 the French were beaten at their own game. In 1907 Fiat of Italy entered three cars and won the Grand Prix, run over ten laps of a 48-mile circuit close to Dieppe – the winning car driven by Felice Nazzaro. Although built to suit that year's 9.4-mpg formula the car still had an engine of over 16 litres. Its top speed was 160Km/h. French cars made up the remainder of the first ten, with Sziisz's Renault in second place – but losing the victory hit hard!

In 1908 the unpopular fuel consumption ruling was dropped and a new formula was set for a minimum weight of 1150 kg (22.5 cwt) and a maximum piston area of 117 sq in. So although an engine capacity of around 12 litres was imposed, it could be carried in a rather more substantial chassis. The Grand Prix was run over the Dieppe circuit again, and victory went to the Germans – Mercedes in first and fourth place, and Benz second and third. The driver of the winning Mercedes was Christian Lautenschlager, of whom more later.

The 1908 race was notable for the first use of 'pits'. They were exactly that – shallow



... The grid at the start of the 1914 French Grand Prix.

Winner of the 1914 Grand Prix, Christian Lautenschlager. The Germans triumphed that year with a remarkable one-two-three finish, met, legend has it, by total silence from the crowds.



earthworks dug at the side of the road and revetted with timber. Here the required spares and tools for the cars were kept.

The greater speeds allowed by the 1908 regulations resulted in the destruction of huge numbers of tyres.

During this period France was dominant, even though it came under increasing threat from Italy and Germany. The phrase 'Grand Prix' essentially meant the French Grand Prix, which carried the greatest acclaim. There were other important road races prior to 1914, but these tended to be for smaller cars or 'voitquettes' rather than the Grand Prix giants. These races became more and more popular, since the cars were closer to those that people could buy. Europe had the Coupe de l'Auto, the Circuit des Ardennes, the Kaiserpreis, and the Targa Florio, and in the USA the Vanderbilt Cup was joined in 1908 by the American Grand Prize. This significant race rivaled the French Grand Prix

and was run over a 25-mile circuit at Savannah. It was supported from its first year by the cream of European cars and drivers. In Great Britain racing on public roads was illegal, so the RAC Tourist Trophy was run in the Isle of Man. Brooklands, the world's first motor racing track opened in 1907 and spawned a different type of racing, which is outside the scope of this article.

Between 1909 and 1911 there were no French Grand Prix. The French lost interest after having been soundly beaten by Italian and German rivals. It was a time of recession and there were legitimate concerns about costs. On these grounds the French manufacturers signed a face-saving pact to abstain, and persuaded most German and Belgian manufacturers to follow suit. The American Grand Prize kept the reputation of road racing alive. A Fiat S74 of 190hp driven by the American 'star',

David Bruce-Brown, won the 1911 race. It was the last hurrah for the monsters!

The French Grand Prix returned in 1912 under an 'Open Formula'. It was run on the Dieppe circuit again – 954 miles over two days. The German Mercedes team was notable by its absence and amongst the 14 entrants were a few old 'giants', including three Fiat S74s, one of which was driven by Bruce-Brown. A 'new wave' of cars was apparent, with smaller, lighter, OHV engines and twin overhead camshafts, typified by the 7.6 litre Peugeot L76. One of these won the race, driven by Georges Boillot, the first Frenchman to win in a French car. Later the American Grand Prize was marred by the fatal crash in practice of David Bruce-Brown in his old Fiat S74. The race was not run in 1913.

The 1913 French Grand Prix was run on a circuit at Amiens.

Fuel consumption was regulated to a maximum of 14.5 mpg and weight to 800kg. The Peugeots finished first (Boillot) and second (Goux) with a British Sunbeam third, but victory was soured by the death in practice of Peugeot driver Zuccarelli, who hit a farm cart that security measures had somehow failed to keep off the 'closed course'.

The American Grand Prize was revived in 1914 and saw the first all-American win by Pullen driving a Mercer.

On June 28, Archduke Franz Ferdinand was assassinated and Europe began mobilizing for war.

A week later, in a climate of heady nationalism, the French Grand Prix was run on a circuit at Lyons. Significantly, the regulations specified a maximum engine size of 4.5 litres.

The 1914 French Grand Prix proved to be one of the greatest motor races ever.

Peugeot was the principal French team, with Mercedes

leading for Germany.

The Peugeots featured four-wheel brakes and were consequently fastest on the bends.

The Mercedes was a milestone in motor racing history. Its engine had steel cylinders on an aluminum crankcase and an overhead camshaft operating inclined valves via rockers, both techniques pioneered by Daimler in its aero engines.

The Mercedes team saw the race as a technical exercise;

it had studied the course for months and consequently was able to set up the cars to suit its peculiarities. During the race the team was directed from the pits to a pre-arranged plan – the first time this had been done and foreshadowing Mercedes practice in the 1930s.

The Mercedes driven by Sailer quickly took the lead until the hot pace broke the car's crankshaft on the sixth lap.

The Peugeot of Georges

The 1906-1914 models

Models of Yesteryear

The model that began my interest in pre-1914 motor racing was the Lesney Yesteryear 1908 GP Mercedes. It was always my favourite Yesteryear and I have it still, almost 60 years later. It's a pity it isn't 1:43 scale.

A fine 1:43 white metal model of the 1908 Mercedes was made some years ago by Western Models but there has been no die-cast in this scale.

It's not 1:43 scale but, Brian tells us, this lovely Yesteryear 1908 Grand Prix Mercedes had to be included as it's the model that began his interest in early motor racing.



Brumm

To build up a collection of Edwardian racing cars one has to look to the Italian firm of Brumm. Not unnaturally, Fiat cars figure very strongly in the range but it also includes several other European and American cars. The models are cleverly designed in that all use a standard chassis casting to which a variety of body

components are attached. Dimensional accuracy is, therefore, sometimes sacrificed, but the models do follow a historical precedent in their similarity. For some of the actual cars that have not survived the dimensions are lost anyway. The Brumm models look sensible alongside each other, which is the main thing. Among my favourites are:



R18 – the Renault GP3b, Winner of the Grand Prix de France of 1906 (to use Brumm's curious description)

Brumm's description here is confusing: the 1906 winner was in fact an AK 90 HP but, in any case, this model depicts the car as later raced in the USA. It carries the number 1 and a headlamp (easily removed). One day I will convert it back to its 1906 appearance

Brumm's R18 Renault AK 90 HP: a fine model but for some reason it represents the car as it raced later in the USA carrying the number 1 and features a headlamp (easily removed).

Boillot led for the next 15 laps, despite tyre problems caused by the fast cornering.

The Mercedes pit then ordered its remaining three cars, driven by Wagner, Salzer and Lautenschlager, to close up and pressurize the opposition.

On lap 18 Christian Lautenschlager took a 23-second lead that Boillot had no chance of making up. His gallant attempt to do so led to retirement with a broken valve on the last lap.

Mercedes, therefore, had the satisfaction of a one-two-three finish.

Fourth place was taken by Goux (Peugeot) and fifth by Resta in a British Sunbeam.

The legend is that the cars crossed the finish line in total silence. If so, this was probably due to disapproval of the Mercedes team's strict control rather than the imminence of war, which was declared a month later.

Summing up the transition from monsters to thoroughbreds

Between 1906 and 1914 the engine size of Grand Prix racing cars was reduced by 75% (16 litres down to 4.5) but speeds still rose.

The 4.5 litre cars of 1914 were notably superior to those of four years previous. The giant racers were dangerous monsters, which did little for the technical development of the everyday motor car,

allegedly a major reason for motor racing.

The cars of 1912-14 were the first race-developed 'thoroughbreds' and all subsequent racing cars were descended from the double overhead camshaft engined cars which appeared during that time.

After the "war to end all wars" Grand Prix motor racing would return, in 1921, to present the first generation of those descendants to an eager audience.



R16 – Nazzaro's winning Fiat 130HP from the Grand Prix de France of 1907

This is a fine model and dimensions check out very well with the surviving car. Dugu has also modeled this car and its model features real chains on the drive. I much prefer Brumm's version

.....Brumm's R16 is the winning Fiat 130HP from the 1907 Grand Prix de France driven by Nazzaro. This car still exists and the model checks out very well with published dimensions. A fine model.

R20 – the Locomobile 100HP car of 1908

Locomobile were builders of rather sedate steam cars until they decided to build an American luxury car to rival Mercedes. Racing was seen as an end to this. This car made an unsuccessful debut at the 1906 Vanderbilt Cup Race. It won the Cup in 1908, however, driven by George Robertson, the first win by an American car and driver. 'Old Number 16' still survives and for many years it belonged to the celebrated automotive artist, Peter Helck, whose work captured, as no photograph could, the atmosphere of early motor racing.



.....Brumm's R20 represents the American Locomobile 100HP car of 1906-1908. The car won the Vanderbilt Cup Race in 1908 driven by George Robertson - the first win by an American car and driver. 'Old Number 16' is another preserved survivor.



R26 – the A.L.F.A '60HP of 1911'.

Societa Anonima Lombarda Fabbrica Automobili of Turin was the antecedent of Alfa Romeo. The model's box states it is a 60HP which led for two of the three laps of the 1911 Targa Florio before crashing when its driver, Nino Franchini, was blinded by mud. This is true except the 1911 cars were of 24HP! The confusion is not surprising. Photos of Franchini and the car exist and they too variously describe it as a 24 or 60HP. Despite its identity crisis, it is a nice model.

.....Brumm's R26 is the ALFA 60HP of 1911 (or is it a 24HP?). A well-detailed and good looking model which compares well with period photos.



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R11 – the mighty 190HP Fiat S.74

This is the car which won the 1911 Grand Prize of America driven by David Bruce-Brown. In 1912 it was raced in the Grand Prix de France by Bruce-Brown, wearing No. 37, as shown correctly on the model. Soon after, Bruce Brown was killed driving it in practice for the 1912 American Grand Prize.

..... Brumm's R11 represents the enormous FIAT S.74 190HP, associated with David Bruce-Brown. In 1911 they won the Grand Prize of America and in 1912 the pairing raced in the Grand Prix de France, wearing No. 37 as shown on the model.

Rio

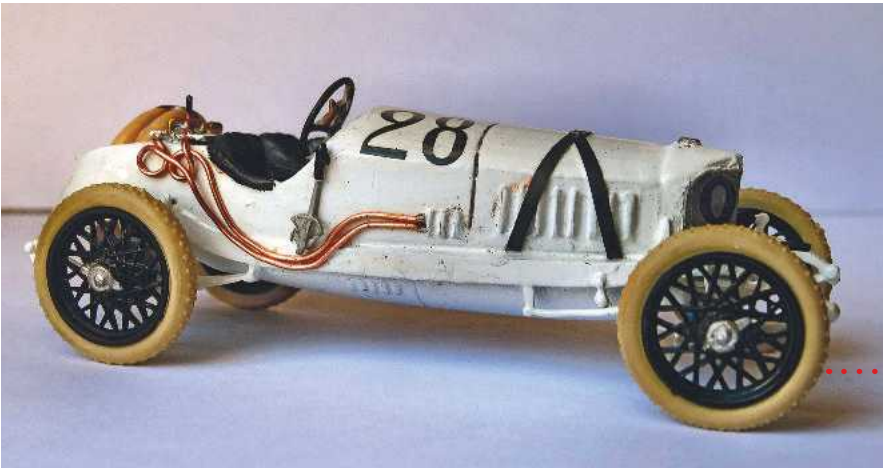
Rio, another Italian manufacturer of model historic cars, started its range with the 1906 Itala, winner of that year's Targa Florio race, driven by Alessandro Cagno. Itala, notable for using shaft-drive from the start, competed frequently in Grand Prix. The model has recently been re-issued.



The 1906 Targa Florio winning Itala of Alessandro Cagno as modelled by Rio, as No. 1 in its range. The sparse bodywork correctly depicts the stripped down touring cars that took part in this race.

John Day kit

The 1914 Grand Prix Mercedes has, surprisingly, never been modeled as a die-cast. Fortunately the late John Day did a beautiful job of it as a white-metal kit and this is one of my favourite models. It came with wheels and tyres cast in metal. I wanted rubber tyres though, and I found to my delight, that Brumm 'Edwardian wire wheels' simply pushed on to the axles.



..... The magnificent 1914 Mercedes of Lautenschlager, which won the Grand Prix de France. This model is built from an old white metal kit by John Day, but is fitted with Brumm wheels. The model does the car full justice and is a real favourite of Brian's. Like the 1908 Mercedes, it has never appeared as a 1:43 die-cast.

Norev

Norev has, in its range, the 1915 Indianapolis-winning Peugeot. This was, in fact, the 1913 French Grand Prix car, two of which later went to the USA. The bodywork was modified but essentially the cars were the same. Norev made a splendid job of it and detail is very fine. I've hoped Norev would alter its castings to produce the Grand Prix car but it hasn't, so the Indy car has to represent Peugeot in the collection. I believe that the prolific John Day also had a GP Peugeot in his range but I've never seen it. **MC**



Norev's 1915 Indianapolis-winning Peugeot. This was the 1913 French Grand Prix winning car with modified bodywork, two of which went to the USA. It's a splendid model and detail is very fine. For the present it has to represent GP Peugeots in Brian's collection.

Big Cats and Dinky Toys

Michael Driver draws our attention to some Dinky Toys-associated Jaguars worth looking out for...

Part 10

The origins of Jaguar were in fact Swallows. The first cars by the company were built on other manufacturer's chassis such as Morris, Austin, Wolseley and Fiat. William Lyons, as he was then, designed and made sporting car bodies on these chassis. These were known as the SS models. The later cars became SS Jaguars and finally Jaguar became the company name after the war.

Throughout the history of Jaguar, though, people have tried to put their own interpretations on the cars from this famous marque. For example: Raymond Lowey designed an XK140; Bertone produced a Jaguar

XK150; Pinninfarina created an XJ-S Spyder, and there are many other examples of attempts to improve on Jaguar models. But despite these designs and changes the original Jaguar designs have really stood the test of time.

Once again I have used the Dinky Toys, Nicky Toys and ODGI designations for their respective Jaguar models rather than the ones actually used by Jaguar.

The other 'Dinky Toys' Jaguars

Over the years some Dinky Toys Jaguars were made by other manufacturers. Unlike the 1:1 scale Jaguar examples mentioned above, these models did not have differently styled bodies as they used existing Dinky Toys dies. These versions also appeared similar to the Dinky Toys originals. When Lines Brothers, using the

Tri-ang name, acquired Meccano in the 1960s, there was a certain amount of duplication, with some model vehicles being produced by both companies. Subsequently, some Spot-On models became Dinky Toys and some Dinky Toys models acquired Spot-On parts, such as wheels.

Tri-ang Jaguar E-Type

In the 1960s the Mini Dinky series had included a Jaguar 'E' Type with a plastic 'garage' box. It was intended that this model range would compete with Matchbox, Corgi Juniors and Hot Wheels but in the end it was not successful.

However, Tri-ang decided to reintroduce the Mini Dinky Jaguar E-Type in its 'Top Gear' series. It was finished in a light fluorescent orange with a white interior and was fitted with a type of speed wheels. The models in this series were sold in orange and black card end flap boxes.

Nicky Toys Jaguars

A number of Dinky Toys dies were sent to India in the latter

Two different versions of Nicky Toys' Jaguar 'D' Type: the one in green featuring cast wheels, while the one in red sports plastic wheels.



Silver and metallic blue examples of Nicky Toys' Jaguar 'D' Type



Nicky Toys' Jaguar 'D' Type with plastic wheels in Dinky Toys box.



Tri-ang's Top Gear Jaguar E-Type.



The Jaguar 'D' Type in its correctly branded Nicky Toys box.



part of the 1960s. Amongst these dies were some for a number of Jaguar models. These 'Indian' Dinky Toys were manufactured by S. Kumar and Co., trading as Atamco, in Calcutta. The models were to be re-named Nicky Toys and marked as such. However, many of the earlier models still carried the Dinky Toys name, as did their card boxes.

The first models produced were reasonable, but not up to the standard of those by Dinky Toys, and later Nicky Toys models became less so. These later models were by then marked as Nicky Toys, but often only on the boxes and not always on the baseplate of the model itself.

It has to be remembered that with all the Nicky Toys models, and not just the Jaguars, there

are other colours, often not listed, so the search continues for yet more variations.

Nicky Toys Jaguar 'D' Type

The first Nicky Toys Jaguar 'D' Type models could almost be mistaken for a model produced by Dinky Toys. It even used the same Dinky Toys number of 238. It is finished in red or light blue and has yellow plastic wheels with treaded tyres. The steering wheel is black plastic and the driver in blue overalls is also plastic. Unlike the original Dinky Toys model, it features racing number 35 on the bonnet and sides of the car.

The baseplate is stamped 'Jaguar Type D' with 'Dinky Toys' and the number '238'. There is no indication of where the model was made. The illustrated card end flap box is also marked as a 'Dinky Toys' model and states "Finished in racing colours with driver

and insignia" and that it is by a "Licensed Manufacturer and Registered user in India". Also stated is the "Registered Proprietors of Trade Mark Meccano Triang Liverpool England".

The next Nicky Toys Jaguar 'D' Types came in various colours, including red, metallic red, metallic green, metallic blue and silver. The metallic green model has silver painted Dinky Toys style cast hubs with crimped axles and plain black tyres. It carries the racing number 35 on a silver background.

Each of the other Jaguar 'D' Types were made in various colours and have plain black plastic wheels and the racing number 35 on silver roundels. These models sport blue plastic drivers and black plastic steering wheels. The black baseplates are all stamped 'Jaguar Type D 238'.

A plain red model has the wheels centres painted silver

and the racing number 35 is hand painted in black on the bonnet and doors. There is also silver detailing to the bonnet hinges, the fuel filler cap and exhaust pipe, as is the case with all the later models. The illustrated card end flap boxes for these models are now marked as 'Nicky Toys'.

Nicky Toys Jaguar 3.4 Mk II

The Nicky Toys Jaguar 3.4 Mk II saloon started out marked as another 'Dinky Toys' model as back then these models still had 'Dinky Toys' stamped on the baseplate, together with 'Jaguar 3.4 Litre'. The model is well finished, almost to Meccano's standard, and uses the Dinky Toys 195 number. It has spun wheels and treaded tyres, is fitted with a light grey interior and has silver detailing for the radiator, bumpers headlights and rear numberplate.

These early models came in

Nicky Toys' Jaguar 3.4 Mk II with spun wheels in the Dinky Toys box.



"These 'Indian' Dinky Toys were to be re-named Nicky Toys and marked as such. However, many of the earlier models still carried the Dinky Toys name, as did their card boxes"

Nicky Toys' Jaguar 3.4 Mk II with spun wheels.



Two different versions of the Nicky Toys' Jaguar Mk II Police Car .



Nicky Toys' Jaguar 3.4 Mk II with plastic wheels in a Nicky Toys branded box.



Nicky Toys' Jaguar 3.4 Mk II in silver with plastic wheels.



I Dinky Toys Jaguars



Nicky Toys' Jaguar 'E' Type in Apple green, with spun wheels.

Nicky Toys Jaguar 'E' Type in silver and metallic blue with plastic wheels.



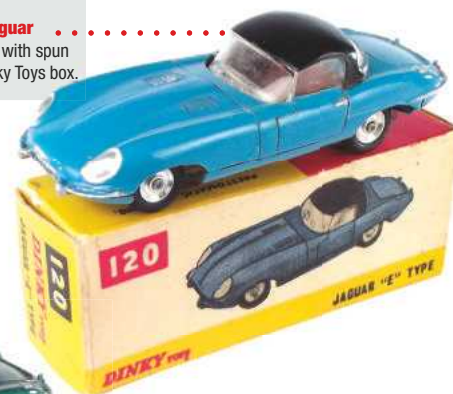
Nicky Toys' Jaguar 'E' Type in metallic green with spun wheels and Nicky Toys box.

Nicky Toys' Jaguar Mk X in silver and metallic blue with spun wheels.



Nicky Toys' Jaguar Mk X in metallic green, with spun wheels and Nicky Toys branded box.

Nicky Toys' Jaguar 'E' Type in blue, with spun wheels and Dinky Toys box.



red, light blue and yellow. The illustrated card end flap boxes were marked as 'Dinky Toys' and gave the following details: 'windows, detailed interior, independent suspension, prestomatic steering'. Some models came in plain card boxes with labels for 'Nicky Toys' and 'Manufactured by: Atamco Private Ltd. Calcutta', together with a rubber stamped 'Jaguar 3.4 Litre'. The model retained the Dinky Toys number of 195.

The next Nicky Toys Jaguar 3.4 MK II cars came in illustrated card end flap boxes but were marked as 'Nicky Toys'. The baseplate of the car continued to be stamped as a 'Dinky Toys Jaguar 3.4 LT'. The wheels are in black plastic, with some having additional silver paint details. The colours for these cars included red, silver, light grey and cream, with some cars having red interiors rather than light grey.

Nicky Toys Police Car

The casting for the Nicky Toys Jaguar 3.4 Mk II was also used for a police car. This model was given a Nicky Toys number of 050. These were later models fitted with the black plastic wheels that had silver painted centres. The model is in metallic red, with 'Police' on white stickers affixed to the front doors.

Another model in metallic red has a sprayed white roof and white front doors with 'Police' labels. Both cars have silver detailing for the radiator, bumpers headlights and rear number plate and have light grey interiors. A red police light is fitted to the car roofs and again the base is stamped 'Dinky Toys Jaguar 3.4 Litre.'

These were sold in illustrated end flap boxes as 'Nicky Toys - Marvels in Miniature'. However, the description on the end flap is interesting as it states "Detailed interior. Open-

ing boot. Finger touch steering". The model of course never had an opening boot! This description also appeared on the Jaguar 3.4 Mk II boxes.

Nicky Toys 'E' Type

The Nicky Toys Jaguar 'E' Type was also marked as a 'Dinky Toys' model and used the Dinky Toys number of 120. As with the Dinky original, the one by Nicky Toys used a cast base, but the casting of the body and base did not fit well together on many of the models. These first models had spun wheels and treaded tyres, suspension and steering. Various colours were used and these included light blue and apple green.

These 'Dinky Toys' versions also had contrasting interior colours: light blue with a red interior and cream for the apple green one. The cars had silver detailing for the headlights, bumpers, door handles and

rear numberplates and the stop lights were picked out in red.

The illustrated card end flap boxes, with the 'Dinky Toys' name confirmed the model had 'prestomatic steering, 4-wheel suspension, windows, seating, steering wheel, detachable hardtop, folded hood'. The box had a cut-out hole on the side so that the colour of the model could be seen.

As the model progressed other colours were used; these included metallic green, metallic blue, red, yellow and silver. The model retained the spun wheels, but the base casting was altered to indicate '### Nicky Toys Jaguar "E" Type'. The boxes now had the Nicky Toys name. The next models were fitted with plastic wheels with silver detailing. On these models the interiors were left as the body colour and, although there was silver detailing,



The opening boot and the suitcase and hold-all stored inside Nicky Toys' Jaguar Mk X.

Nicky Toys' Jaguar Mk X in grey and metallic red with plastic wheels.



ODGI's charming 'Dinky' style' Jaguar XK150 Coupe in metallic bronze finish, complete with its Toys of Yesteryear branded box.



The metallic blue and white versions of ODGI's Jaguar XK150 Coupe.



Show this time from the rear, ODGI's Jaguar XK150 Coupe, in maroon, allows us to imagine what a Dinky Toys' version might have looked like.

“Since the Jaguar XK150 Coupe was considered by Meccano for inclusion in the Dinky Toys range and some drawings were made by the factory,, the OGD I Toys' version makes an interesting ‘what if’ model”

there were no red stop lights.

Nicky Toys Jaguar Mk X Saloon

The early models of the Nicky Toys Jaguar Mk X Saloon seemed to have started out as actual Nicky Toys. The model used the Dinky Toys number of 142. The base die has been altered to remove 'Din' from 'Dinky' and replace it with 'Nic' to make 'Nicky Toys'. It is possible, though, that some models did retain the Dinky Toys name. On all the models I have seen the castings are suffering from mould wear.

A variety of colours were used for the models including silver, grey, red, metallic green, metallic red and metallic blue. Silver detailing was used for the radiators, bumpers, fuel filler caps and numberplates and the rear lights were picked out in red. All the models appear to have been fitted with

light grey interiors and black plastic steering wheels.

As with the other Nicky Toys Jaguars, the first Jaguar Mk Xs had spun wheels with treaded tyres. Subsequent cars had the black plastic wheels with silver painted centres. The model also had an opening boot, which contained a suitcase and hold-all. These were plastic and in various colours of red, blue or green.

The boxes were illustrated card end flap ones with the Nicky Toys name. Early boxes were without the cut-out hole in the side used to identify the colour of the model.

ODGI Toys

Strictly speaking these models should not be included as they weren't produced using Dinky Toys' dies or castings. However, since the Jaguar XK150 Coupe was considered by Meccano for inclusion in the Dinky Toys range and some drawings

were made by the factory, the OGD I Toys' version makes an interesting 'what if' model. Indeed, the OGD I models, produced in the 1970s, were produced to represent the models that Dinky Toys might have made. Designed in the style of 1950's and 60's Dinky Toys, they have a charm all of their own and really do complement an original Dinky Toys collection.

ODGI Jaguar XK150 Coupe

The OGD I Jaguar XK150 Coupe models are white metal castings. They come in a variety of colours, including metallic blue, white, maroon, red and metallic bronze. The radiators, headlights, bumpers and rear numberplates are painted silver. The wheels are 'ridged' Dinky Toys style wheels finished in the colour of the body. Some of the models have wheels that are chrome plated. They were sold in yellow card end flap boxes as

'Toys of Yesterday', with a reference number of 823.

The end of the journey

Having switched off the ignition, this has been an interesting drive through the Dinky Toys Jaguars. It started with the Dinky Toys 1930's Jaguar Sports Car, followed by the heady days of the Dinky Toys Jaguar XK120, the Jaguar D-Type, the Jaguar Mk II, the Jaguar E-Type, the Jaguar Mk X and finally the Jaguar XJ-C Coupe. Then of course there were the Nicky Toys Jaguars and the OGD I Jaguar XK150 adding to the variations of the Dinky Toys models.

This was quite a period of history for both Dinky Toys and Jaguar respectively. It was also a period when you could easily recognise a car and name it with ease. Today you often have to look twice to recognise a car – but that is progress, or is it? **MC**

AUCTION WATCH

We keep you abreast of prices currently being paid in the salesrooms and online, and alert you to what's coming up for auction next...



SOLD FOR £744

Quickly overtaking its £300-£600 estimate and proving a real winner at the Vectis Auctions July sale was this gorgeous example of Corgi Toys Ecurie Ecosse Racing Transporter and three racing cars set.

Just tipping over the top end of its £1,000-£1,300 estimate at the Vectis Auctions sale was this superb example of the Matchbox No. 15b Rotinoff Super Atlantic Ballast Tractor.

SOLD FOR £1,320



VECTIS AUCTIONS

Thrilling 3-day sale

Vectis Auctions in Thornaby held a three-day sale in late July, and on days two and three there was classic die-cast galore, along with the odd piece of cool ephemera.

On the middle day, a red Mebetoys Alfa Romeo Giulia (No. A3) made an impressive £480 against its meagre £60-70 estimate, while the same piece, in Apple Green went further still, selling for £1,080!

There was plenty of Corgi Toys too. A Missile Gift Set (GS9) with its erector vehicle, truck and launcher, plus a separate percussion head (No. 1480), was offered in immaculate condition and complete with catalogue and instruction sheets. The catalogue carried an estimate of £220-260, but the bundle in fact went for £900.

Another Gift Set, No. 16, comprising the Ecurie Ecosse Racing Transporter and three cars, each with their own individual boxes, was described as "superb" and offered with a £300-600 estimate. Fast and furious bidding ensued, though, with this very desirable set crossing the finishing line at £744.

And the gift sets didn't end there. The Avengers set (No. GS40), replete with all figures, so often missing umbrellas and of course cars, certainly looked like a fine example, and it trebled its estimate to sell for £840.

Elsewhere a Transporter set (No. GS41) with transporter, six cars and all its extras, described as something that would "display well", made £720 against a £380-440 estimate.

Finally for Corgi sets, a James Bond one (No. 978) containing four Corgi Rockets models, all carded and described as "hard to find", made a stunning £2,640 against its already considerable estimate of £1,800-2,100.

There were also some remarkable sums realised for empty trade boxes. The Vectis catalogue had anticipated pre-war packaging for No. 22f Tanks, devoid of models but still with original cardboard dividers, would go for around £100-120; instead an astonishing £696 was achieved! Likewise, trade packaging for French Dinky's Triporteur (No. 14), made £504 against an £80-£100 catalogue estimate.

In terms of actual models, three Dinky lots caught our eye. A pre-war Motor Bus liveried for Marmite (No. 29) romped home for £480 (estimate £100-120), while

an Auto Transporters Car Carrier in lemon and grey made £744 (estimate £160-220). And a tinplate Petrol Station (No. 48) in turquoise and red in a "fair" box made £600 (estimate £200-240).

On the final day of the sale, from Matchbox, a Rotinoff Super Atlantic Ballast Tractor (No. 15b) in bright orange was described as a "superb example," and made £1,320 against its £1,000-1,300 estimate. Also Matchbox, a tan Morris Minor (No. 46a), with a "roof interior without ejector ring" in type B2 box was offered with a substantial £1,70-1,900 estimate, but in fact made £2,160.

And from Models Of Yesteryear a pre-production colour trial for the 1909 Thomas Flyabout, with green body and bare metal radiator surround, carried a cautious estimate of £140-180 that it more than doubled, selling for £384.

Half a dozen examples of the now scarce pre-war French Dinky Toys No. 14 Triporteur (a quirky little three wheel motorcycle) would once have been packed in this cardboard trade box. Despite being empty, though, it made a packet.



SOLD FOR £840

... Corgi Toys' Avengers set has always had plenty of appeal and this fine specimen, complete with Steed's vintage Bentley, Emma Peel's Lotus Elan, figures of both characters and all three umbrellas (accessories so often missing from surviving examples) trebled its catalogue estimate at the Vectis sale.

SOLD FOR £504



Bidders absolutely smashed the £160-£220 catalogue estimate placed on this Dinky Toys Auto Transporters Car Carrier in lemon and grey.



SOLD FOR £744

AUCTION DIARY

3-5 November
Vectis, Thornaby
Tel: 01642 750616
www.vectis.co.uk

14 November
LSK Auctions, Bury St Edmunds
Tel: 01284 748 623
www.lskauctioncentre.co.uk

16 November
Wallis & Wallis, Lewes
Tel: 01273 480208
www.wallisandwallis.co.uk

16 November
Warwick & Warwick, Warwick
Tel: 01926 499031
www.warwickandwarwick.com



... This Corgi Rockets James Bond 007 Set was clearly expected to thrill, judging by its £1,800 to £2,100 catalogue estimate, but the final realisation shot up to well above that.

SOLD FOR £2,640



SOLD FOR £2,160

Described in the Vectis sale catalogue as having "roof interior without ejector ring" and accompanied by its Type B2 box, this example of Matchbox's little No. 46a Morris Minor proved of major interest and quickly topped its already considerable £1,700-£1,900 estimate.



SOLD FOR £480

This Apple Green version of the Italian manufacturer Mebetoys' Alfa Romeo Giulia clearly proved even more tempting than the red version, with someone taking a big bite out of their finances to secure it.

Smashing its £60-70 estimate at Vectis Auctions July sale in Thornaby was this 1960's Mebetoys [MEccanica BESana TOYS] Alfa Romeo Giulia.



SOLD FOR £1,080



SOLD FOR £900

Offered as one lot, Corgi Toys Gift Set GS9 and No. 1480 Percussion Head swiftly exceeded its target (catalogue estimate) of £220-£260 and made far more of a bomb than expected.

Strong interest in this pre-war Dinky Toys No. 29 Motor Bus saw its £160-£220 estimate quickly exceed expectation.

SOLD FOR £480



SOLD FOR £384

This Matchbox Models of Yesteryear 1909 Thomas Flyabout pre-production colour trial carried a cautious estimate of £140-180, which it promptly went flying past.

SOLD FOR £600



This lovely Dinky Toys No. 48 tinplate Petrol Station almost tripled its £200-240 catalogue estimate at the Vectis sale.



SOLD FOR £696

From trash to treasure... Before Dinky Toys were individually packaged, retailers would be supplied with trade boxes from which models would be sold loose. The six 22F Tanks once contained in this surviving example all clearly found new homes, but who would ever have guessed that the cardboard box they came in would today be worth such a fortune!



SOLD FOR £720

Offering loads of nostalgia, this Corgi Toys GS41 Transporter Set, saw bidding ramp up to exceed the £380-£440 estimate carried in the Vectis Auctions catalogue.

JOHN GAY,

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Tekno DAFSBR3000 Coach 'Warrens' MB£75

PIRATE '00' METAL KITS/SPARES AND OTHER MAKES, LIST NO 157, SEPTEMBER 2015.

Comprehensive listing of 1,000 metal kits. Pirate - 550 different "00" kits, 39 "HO"/3.5mm, 13 "N" 2mm kits. Over 370 4mm "00" spares including radiators, front ends, roof racks/doors/ roofboxes/seats etc. Rare Pirate kits include Foden, Thornycroft, Tilling Stevens, Gilford, Seddon, Maudslay, Vulcan, Albion, Karrier and ADC chassis. New Pirate Kit 4307 1934 Karrier Ro-Rail Central Entrance Bus (modified Keyser kit) no seats £52.

List UK £2.00, OVERSEAS £3.00

LESNEY LIST LM8 SEPTEMBER 2015 - MATCHBOX - YESTERYEAR - KINGSIZE PLUS BUDGIE (2MM), EFSI, MAJORETTE (2/7MM), MICROMODELS 1/43rd N.Z.), GASQUY BELGIUM, GALGO 1/43RD, MATTEL 2/4mm & WOOSTER PLANES

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"A" Red Mint £60, 37 Ford V8 Tipper Mint £45

List UK £2.00, overseas £3.00



THE LATEST ISSUE OF EACH LIST WILL BE SENT

WARWICK & WARWICK

Plenty of wows in Warwick

The July sale at Warwick & Warwick in – where else? – Warwick benefited from a strong turn out of bidders, so that 80% of lots were sold on the day, and there was plenty to interest MC readers too.

A blue and cream Chad Valley tinplate bus achieved £212, while an 'English made' petrol tanker, liveried for Regent, realised five times its estimate to sell for £318.

Tinplate models by Wells proved particularly popular at this sale, with a clockwork Carter Paterson Delivery Van selling for £418, and a similar clockwork Royal Mail van achieving £448.

Moving on to the die-cast section of the sale, Corgi's Aviation Archive range models proved popular with bidders, with the

eleven lots offered mostly selling at above estimate. The lots achieved a combined total, including buyer's premium, of £1,438.

Earlier Corgi Toys also did very well, with the ever popular Batmobile No. 267 selling for £460.

Catalogues for all forthcoming sales appear on the auction house's website, but keep an eye on the Twitter and Facebook accounts too, which will include updates of the latest auction news.



SOLD FOR £212

The charming Chad Valley British tinplate bus snapped up at Warwick & Warwick's July sale.

Described simply as "English made", we suspect this petrol tanker may have been manufactured by Mettoy, but perhaps someone reading can tell us more? In any case, the delightful tanker realised five times its Warwick & Warwick catalogue estimate.



Proving highly popular at the Wallis & Wallis sale were the Corgi Aviation Archive models on offer. Eleven lots were offered, most of them climbing well above their catalogue estimates.



SOLD FOR £318

It must surely have been a Red Letter Day for the enthusiast who bagged this Wells Brimtoy Royal Mail beauty at the Warwick & Warwick sale.

Corgi Toys No. 267 1960's Rocket Firing Batmobile proved as popular as ever with bidders at Warwick & Warwick's July sale.

SOLD FOR £460



SOLD FOR £418

. **Another of the** tinplate delights featured in the Warwick & Warwick sale was this clockwork Seaside Special Carter Patterson Delivery Van from British manufacturer Wells Brimtoy.



SOLD FOR £448



eBay WATCH

How rare is 'rare'?

■ 5,000 doesn't seem that low a production run, and that's how many chrome *The Fast & Furious* Chevrolet Camaros that AMT/Ertl released to tie in with this blockbuster movie. But boy, are they sought after! One of these 1:18 scale modern wonders fetched £383.71 on eBay this month after just 11 bids. Go figure!



■ Next, something that did well despite not having its box. A 1:18 scale Exoto Tipo 312T2 as driven by Carlos Reutemann at the 1976 Italian Grand Prix (No. GPC 97132) and sporting authentic rain tyres attracted a vast flurry of bids – 21 in fact – seeing it pass the finishing post at £355.



■ Finally, something also described as 'rare, and with good reason: the Austin Seven Mini that Tri-ang Spot-On produced in 1963 (No. 211) in a lovely bright green finish. The Yorkshire seller described the box, model and its paperwork as "9.5/10," and after 20 bids, the car sold for £957.98.





Take a trip to Tangmere

Mick Haven explains why he highly recommends a visit to the Tangmere Military Aviation Museum, where the past is always present. . .

Long before cars became a major interest, aircraft were a passion for me and they still are. Back in the 1990s, my son and I paid our first visit to the Tangmere Museum of Military Aviation at the former World War II RAF base at Tangmere in West Sussex, near not only another former RAF base at Westhampnett but also Goodwood, home of the annual Festival of Speed and 'The Revival' at the historic motor racing circuit.

It was after that initial visit to Tangmere that, in 2005, I joined South Hants Model Auto Club. One of the established club members was the late Mike Stanton, who had what must have been one of the finest collections of record-breaking car models. As I got to know him better, it transpired that we both had a love of aircraft. He had the distinction of having served in the RAF during the 1960s, something that I confess I really wish I had done. In the course of a conversation at a

club night, he told me that he was one of the team of volunteers at Tangmere.

He suggested on a number of occasions that that I should visit again and that he would provide a guided tour, especially, as he enthused, now the museum was adding to its collection a cockpit simulator of the awesome British Aerospace Lightning (more on this later). Even to this day, the Lightning is one of the fastest climbing aircraft ever produced – some going for an aircraft conceived in the 1950s!

From WWII to the Cold War

When I first started reading Model Collector, models of cars, trucks and buses seemed dominant, but there were a few interesting articles and advertisements related to aircraft, which I was always glad to see. Is there any adult male of certain years' who hasn't had an interest in aircraft, even if only a small one?

As with cars, the scope is



vast, from the Wright Brothers through WWII and on to the jet age, culminating in arguably the two most prominent of their particular type,

Concorde and the SR-71 Blackbird, both of which I feel privileged to have seen fly on many occasions before they were retired.

..... This memorial bench in the grounds of the museum is dedicated to the late Mike Stanton, the former RAF serviceman and volunteer at Tangmere, who was also a very keen collector and member of the South Hants Model Auto Club.





... This 1960's De Havilland Sea Vixen FAW2 was delivered to Tangmere in 2000 for restoration and permanent display.



... Squadron Leader Neville Duke's record setting high-speed Hunter Mk 3.



"Of all the historic aircraft on display at Tangmere, the most famous has to be the Hawker Hunter of Squadron Leader Neville Duke, who set a record of 727 miles per hour in level flight off the south coast of England back in 1953"

Johnnie Johnson, no less! In 1948 American WWII ace, Squadron Leader Robin Olds, later Brigadier General, was appointed Commanding Officer of No. 1 Sqn there, flying Meteors, thus becoming the first non-Commonwealth Commanding Officer of an RAF squadron in peace time.

Of all the historic aircraft on display at Tangmere, the most famous has to be the Hawker Hunter of Squadron Leader Neville Duke, who set a record of 727 miles per hour in level flight off the south coast of England back in 1953. Duke's Hunter is one of three of the type exhibited, although one is just the cockpit section.

Another record breaker on display is a modified Gloster Meteor. Flown by Group Captain Edward 'Teddy' Donaldson, this aircraft achieved 616 mph in 1946. This beat a previous record of 606 mph, set by Group Captain Hugh Wilson in another Meteor in the previous year. After Neville Duke had set the record in the Hunter, Commander Mike Lithgow broke it in what was a con-



... Tangmere's formidable McDonnell Douglas Phantom, one of the first delivered to the RAF in 1968.

temporary of the Hunter, the Supermarine Swift. Flying a measured course over the Libyan desert, Lithgow achieved a speed of 737mph. This record, however, was broken just eight days later by a US Navy Douglas Skyray.

One of the many collaborations between Britain and the USA saw the introduction into RAF and Royal Navy service of the mighty McDonnell Douglas F4 Phantom. An example on

display at Tangmere is one that had once served RAF 56 Sqn at RAF Coningsby. Two variants of the amazing V.S.T.O.L. Harrier 'Jump Jet' are also displayed: one is a Royal Air Force GR.3 and the other a former Royal Navy Sea Harrier. Other post-war jets include a Vampire, a Meteor, a Sea Vixen, a Supermarine Swift, a Lightning and another American aircraft, a Lockheed T.33.

Replicas of the very first Spitfire prototype and a Hurricane represent WWII.

The museum also has a number of cockpits that visitors

I grew up in an era of Hawker Hunters, surely the most beautiful jet fighter ever, and Gloster Javelins and Meteors, Vampires, Sea Hawks and Sea Vixens, the three V bombers –Victor, Vulcan and Valiant, and of course the Lightning, which my son and I also saw during its last display season back in 1987. We saw one take off at RAF Lakenheath and, to our astonishment, climb to 30,000ft in about a minute or so, until all that was visible through our binoculars was the aircraft's afterburners still glowing at high altitude.

So another trip to Tangmere proved irresistible. There is simply so much history to take in. For example, during WWII, RAF Tangmere was home to 'aces' Douglas Bader and



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can sit in, one of which is a Canberra bomber.

Lightning simulator

The Lightning simulator Mike had enthused about is yet another fantastic attraction and very authentic it is too – although that kick in the back acceleration for which the Lightning was famous can't be replicated. Hmm, shame. Naturally I had to take a 'flight' in this! With guidance from a staff member, a simulated tour of The Solent ensued; taking in Portsmouth, the Isle of Wight and the south coast towards Brighton, from where the return leg overflies Arundel, then back to Tangmere for a smooth landing. I just about managed to keep the 'aircraft' straight after touchdown and to my surprise didn't crash and burn! My landing even drew applause from spectators.

I can thoroughly recommend this experience. Sitting in the tight confines of the cockpit leaves you in no doubt as to what it must have been like to fly in one, surrounded by gauges, switches and buttons, with the control stick between your knees and the throttle levers in your left hand (in reality, these levers would have pushed you to close on Mach 2). For a novice, there are a number of things to remember all the time, eg keeping the horizon in sight



... A 1:1 Lightning and the flight simulator that puts YOU at the controls!



... Nostalgia abounds at Tangmere.

... Of the numerous themed halls is this one, packed with fascinating memorabilia is this one, dedicated to World War II ace Douglas Bader, who in fact served at RAF Tangmere.

and not climbing too high too fast. The correct speed has to be set for landing while keeping the aircraft in level flight, making sure the flaps are set and the wheels are down. Once on the ground, all that's left to do is to keep it on the straight and narrow.

A trip around The Solent in a Lightning was great fun, but how jet fighter pilots cope with spending hours in that tiny cockpit only they can say.

Other things to see and do

Many of the aircraft exhibits at Tangmere are outside and require constant maintenance by a group of hardy enthusiasts. Aside from these, though, there are various interesting rooms, or 'halls' as they are called, set aside for specific individual themes. For example, there is

a Tangmere Hall, a Battle of Britain Hall, and so on. There is also a well-tended Memorial Garden and a small café.

With plenty of staff members on hand to answer questions, aviation enthusiasts or indeed anyone with an interest in history can spend a very pleasant couple of hours at Tangmere Aviation Museum. **MC**



Planning your trip

The museum, located in Tangmere, near Chichester, West Sussex PO20 2ES, is open every day between Feb 1 and Nov 30 and opening hours are 10am to 5pm from March to October and from 10am to 4.30pm in February and November (although please note last admission is one hour before closing time each day). Admission is charged at £9 for adults; £7 for the over 60s and those producing Service ID; £3 for children aged 5 to 16, while under 5s go free. A family ticket (admitting two adults and two children) is available priced at £21. Those booking visits for groups of 12 or more in advance, all paid for in one transaction, will be afforded a 10% discount. For further details call 01243 790 090 or visit www.tangmere-museum.org.uk



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**1:43
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13851 - VW T1 BUS
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40201-101 - HAROLD RADFORD ESTATE
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32105-041 - VW THING
'ACAPULCO EDITION'
1979 BLUE/WHITE (1:43)



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06000 - ALAMAGNY
1948 (1:43)



04000 - SCHLORWAREN
'GOTTINGER EI' 1939 (1:43)



03000 - ALCA VOLPE
1947 (1:43)

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swapmeet diary

keeping you updated on events in your area

**** WE STRONGLY ADVISE THAT YOU PHONE THE ORGANISER TO ENSURE THERE HAVE BEEN NO LAST MINUTE CANCELLATIONS OR CHANGES BEFORE EMBARKING ON YOUR**

Out and about...

Showbus 2015

This year's annual bus extravaganza will take place at Woburn Abbey in Bedfordshire on **September 20.**, with some 400 buses, old and new, spanning the last 100 years on display. Adult admission will be charged at £10, with accompanied children under the age of 14 admitted free. For further details visit www.showbus.co.uk

Three splendid new acquisitions for London Transport Museum

London Transport Museum is to purchase three outstanding pre-1925 Leyland buses from Mike Sutcliffe, MBE, the well-known vehicle restorer:

- * a 1914 LNWR 'Torpedo' charabanc
- * a 1924 LB5 'Chocolate Express' double-decker
- * the oldest surviving British-built motor bus, the 1908 X-type London Central double-decker.

The first of the three buses, the 1914 LNWR 'Torpedo' charabanc will be handed over to the Museum at the 'Showbus' event on 20 September 2015 (see details above). The 'Chocolate Express' double-deck bus, which was run by Arthur Partridge, the most famous of the London 'Pirate' bus operators, will be transferred to the Museum next year. While the last of the three buses, the X-type, will be transferred in 2017.

All three buses have won the Concours d'Elegance in the London to Brighton Commercial Vehicle Run, having been meticulously restored to the highest possible standard from a very derelict condition by Mike Sutcliffe, who, in 2004, was awarded the MBE for 'Services to Motor Heritage'.

Sam Mullins, Director of London Transport Museum, tells us: "These three Leyland buses are wonderful additions to our collection. Each one has a fascinating history and will help us to bring the story of London's transport heritage and development alive. The public will be able to see the 'Torpedo' charabanc in the Museum at Covent Garden from autumn this year".

■ Every effort is made to ensure the information contained within Swapmeet Diary is accurate. **HOWEVER, PLEASE CHECK WITH EVENT ORGANISERS BEFORE EMBARKING ON YOUR JOURNEY.**

ORGANISING A SWAPMEET?
Enter your date in our diary
free of charge

We try to make this guide as extensive as possible but can only do with your help. So if you're organising any event then please fill in the form opposite and cut it out, or make a photocopy, and send it to: Model Collector Swapmeet Diary, MyTimeMedia, Enterprise House, Enterprise Way, Edenbridge, Kent TN8 6HG. Please ensure details are with us six weeks prior to your event.

Date and town/city

Address of venue

.....

County.....

Postcode

Open/close times

Admission price

Organiser's name

Telephone

SEPTEMBER 2015

8	RUGBY	The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN	7pm to 9pm	£1.50	(Barry Potter Fairs - 01604 846688)
8	HOOK	Hook Community Centre, Ravenscroft, Hook, Hampshire RG27 9NN	6.30pm to 8.30pm	£1	(Steve Clements Fairs - 01380725322)
9	BURTON-UPON-TRENT	Town Hall, King Edward Place, Burton-upon-Trent, Staffordshire DE14 2EB	6.30pm to 8.30pm	£2	(Townsend Fairs - 0795 1072790)
9	RUGBY VINTAGE	The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN	10.30am to 3pm	£3.50	(Barry Potter Fairs - 01604 846688)
12	NANTWICH	Nantwich Civic Hall, Market Street, Nantwich, Cheshire CW5 5DG	10.30am to 2.30pm	£2	(TTC Fairs 07846 772568)
12	SANDOWN PARK	Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Road, Esher, Surrey, KT10 9AJ	10.30am to 3pm	£5.50	(Barry Potter Fairs - 01604 846688)
13	BRIGHTON	Brighton Racecourse Freshfield Road, Brighton, East Sussex BN2 9XZ	10am to 2pm	£2	(SRP Fairs - 01303 300000)
13	CARNFORTH	Crag Bank Village Hall, 1 Jesson Way, Carnforth, Lancashire LA5 9UH	10am to 2pm	£1.50	(Crag Bank Toyfair - 07792 795512)
13	YORK	The Knavesmere Stand, York Racecourse, York YO23 1EX.	10am to 2pm	£2.50	(J&J Fairs - 01522 880383)
13	WIMBORNE	Queen Elizabeth's School, Blandford Road Wimborne, Dorset BH21 4DT	10.15am to 3pm	£1.50	(P&W Toyfairs - 01202 590158)
15	WOOTTON BASSETT	Memorial Hall, Station Road, Wootton Bassett, Wiltshire SN4 7EE	6.45pm to 8.45pm	£1	(Steve Clements - 01380725322)
17	THEYDON BOIS	Theydon Bois Village Hall, Coppice Row, Theydon Bois, NR Epping, Essex CM16 7ER	7pm to 9pm	£1	(Joe Lock - 07866 641215)
19	BEACONSFIELD	Beaconsfield School, Watlington Road, HP9 1SJ	10.30am to 3pm	£2	(Peter Levinson - 020 8205 1518)
19	NOTTINGHAM	Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY	10am to 2pm	£2	(Townsend Fairs - 07951 072790)
20	BOLTON	Macron Stadium, De Havilland Way, Bolton, Lancashire BL6 6SF	10.30am to 3pm	£3.50	(Barry Potter Fairs - 01604 846688)
20	BRISTOL	Abbeywood School (Filton High School), New Rd, Bristol, Bristol BS34 8SF	10.30am 2.30pm	£2.50	(Bulldog Fairs - 01373 452857)
20	EASTLEIGH	Eastleigh Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hampshire SO50 9NL	10.30am to 3pm	£2	(Steve Clements - 01380725322)
20	KIDDERMINSTER	Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY	10.30am to 2pm	£1.50	(Tony Oakes - 01270 652773)
20	NEWTON ABBOT	Newton Abbot Racecourse, The Racecourse, Newton Abbot, Devon TQ12 3AF	10am to 3pm	£2	(Ray Heard - 01823 480097)
20	NORWICH	The Lancaster Suite, Holiday Inn Norwich North, Norwich Airport, Cromer Road, Norwich, Norfolk NR6 6JA	10.30am to 2.30pm	£2	(Jon Parsonage - 07881 555283)
26	WINDSOR TOYFAIR	Montem Leisure Centre, Montem Lane, Slough, Berkshire SL1 2QG	10.30am to 3pm	£3	(MSMC - 07825 564960)
26	STOKE-ON-TRENT	Fenton Community Centre, Manor Street, Stoke-On-Trent, Staffordshire ST4 2PT	10.30am to 2pm	£1	(Tony Oakes - 01270 652773)
27	ALTON	Alton Community Centre, Amery Road, Alton, Hampshire GU34 1HN	10.30am to 2.30pm	£2	(Steve Clements - 01380725322)
27	BARRY	Barry Leisure Centre, Greenwood Street, Barry, Vale Of Glamorgan CF63 4RU	10.30am to 3pm	£1.95	(Chris Dyer - 07966 694579)
27	BIRMINGHAM NEC	Hall 18, National Exhibition Centre, Birmingham, Warwickshire B40 1NT	10.30am to 3pm	£6	(Barry Potter Fairs - 01604 846688)
27	HERNE BAY	The Beacon Hill, Herne Bay, Kent CT6 6BA	10am to 2pm	£2	(SRP Fairs - 01303 300000)
29	GARSTANG	Kirkland & Catterall Memorial Hall, The Avenue, Churchtown Near Garstang, Lancashire PR3 0HR	6.30pm to 8.30pm	£1.20	(Garstang Toyfair - 01282 439009)
29	TONBRIDGE	Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF	6.30pm to 8.30pm	£1	(SRP Fairs - 01303 300000)
30	BALLYCLARE	Sixmilewater Leisure Centre, Ballynure Road, Ballyclare, Co.Antrim, N. Ireland BT38 9YU	5pm to 9pm	£2	(East Antrim C.C. - 028-9083 5058)
30	LOSTWITHIEL	Pleyber Christ Way, Lostwithiel, PL22 0HA	10.30am to 2pm	£1	(Mark Webster - 01637 871412)

OCTOBER 2015

3	CHESTER	Northgate Arena, Victoria Road, Chester, Cheshire CH2 2AU	10am to 3pm	£2.50	(Tony Oakes - 01270 652773)
3	MAIDSTONE	Lockmeadow Market Hall, Barker Road, Maidstone, Kent, ME16 8HR	9am to 3pm	£2	(Mike Spencer - 01732 840787)
4	FALKIRK	Graeme High School, Callendar Road, Falkirk, FK1 1SY	1pm to 4pm	£2	(McLaren Models - 01324 624102)
4	GALGATE (LANCS)	Ellel Village Hall (Behind the Plough pub), Galgate, Lancashire LA2 0LQ	10am to 3pm	£1.50	(Lancaster Toyfair - 07779 875786)
4	KIRBY-IN-ASHFIELD	Festival Hall, Hodgkinson Road, Kirby-in-Ashfield, Nottinghamshire NG17 7DJ	10am to 2pm	£2	(Townsend Toyfairs - 07951 072790)
4	STAFFORD	Stafford County Showground, Weston Road, Stafford, Staffordshire ST18 0BD	10.30am to 3pm	£3.50	(Barry Potter Fairs - 01604 846688)
4	KEMPTON PARK	Kempton Park Racecourse, Staines Road East, Sunbury On Thames, Middlesex TW16 5AQ	10.30am to 3pm	£4	(R.M. Toys - 023 92381529)
7	SOUTH CROYDON	St John's Community Hall, Upper Selsdon Road, Selsdon, South Croydon, Surrey CR2 8DD	6.30pm to 8.30pm	£1	(Joe Lock - 07866 641215)

prize letter "Winners will be sent a lucky dip from our fantastic prize pool"

Failing to pass muster

I have just received my example of the 1:76 Oxford Bedford QL 'Army Fire Service'. On the back of the box Oxford states: "This product is an accurate scale model". There are several glaring things wrong with this statement...

As the first issue was a circus vehicle, and bearing in mind that the QL was developed purely as a military vehicle, Oxford should have taken the opportunity to produce the headlights as separate castings. (Remember the RAF Commando coach? War time one headlight, peace time two headlights. The nearside picked out in silver, no blackout cover fitted).

Other things wrong are no hip ring in passenger side roof and no gas panel in front of driver's windscreen. A steel

body is shown; the fire version had a completely different wooden body and therefore the wheel arch cutouts are the wrong shape.

OD got it right on the Bedford OY & MW with the correct headlights but has gone downhill with the latest.

I also received my Diamond T Tank Transporter on the same day, once again two with headlights fitted – wrong, they only had one.

The tow hook on the tractor is way over scale, and as Oxford currently do not make a Matilda, Crusader or Lee/Grant, or Sherman main battle tanks, what are we the buyers to load on the back?

Developed for us by the **right Reader Ray Young notes a number of inaccuracies spotted on Oxford Diecast's Army Fire Service Bedford QL.**

Americans, this vehicle was shipped firstly to North Africa, because we did not have enough tank transporters to move the active and damaged tanks back and fro as the battles went forward and backwards.

The only plus item is that the replica Rogers trailer is

in metal and not plastic.

While writing, I should point out that your sole Solido Dodge WC54 radio van is modelled to 1:50 scale and not 1:43 as you thought.

Solido military was mainly produced in 1:50, exceptions being the staff cars and the Land Rover Defender, which are in 1:43.

Years ago I used to buy the fire versions of the trucks, etc, strip them down and respray and fit Dinky Toy steel hubs and tyres in place of the supplied plastic ones, because



YESTER-ME, YESTER-YOU, YESTERDAY...

I have enjoyed reading letters from your readers explaining which cars inspired them to start model collecting when they were young but I have been thinking about where I bought my early toy/models.

When I started at Redditch County High School in Worcestershire in 1957 it meant either a Bus ride (Midland Red) or walk to the town and past the Town shops. The first and only real Toy and Hobby Shop was called 'Fairists' and stocked Hornby Trains, Meccano, American plastic kits, Balsa wood aircraft and so on. It was therefore natural that they stocked Dinky Toys and they always had a display stand in one

window were the latest release were on show to tempt us!

This was also the time when the great New 'Corgi Toys' or 'The Ones with Windows' were on sale and these models were stocked by a furniture shop called 'Hedges' and were displayed in glass cabinets that lined the passageway that was the entrance to the store. I really loved these new Corgis – with seats, windows, suspension they were lots more realistic. I didn't like the mechanical ones, though – model cars were meant to be pushed along!

This store also stocked Britains/Heralds Toys and for a short time I was side-tracked into buying 'Knights of the Round Table' and American Civil War figures.

Near to this store was another outlet for Dinky Toys, which oddly was a motorcycle, cycle and radio shop called Jacksons. They had massive opening doors that opened the premises onto the street and some of the Dinkys were on show in a hollow cavity in the doors! I remember them also having some Dinky Supertoys.

Some time later (1959?) along came Spot-On models from Tri-ang. These were stocked by a toy and pram shop called 'Ernest Apps'. I presume they got the range because they sold Tri-ang prams, bikes and scooters. I must admit I did not buy many of these models as they were quite expensive and I always found the slightly larger scale seemed odd.

One subject on which I would certainly agree with most of your writers is that these were the models of cars we could see on our roads daily. It was nice to buy the odd Ferrari or Mercedes but it was the Austins, Fords, Triumphs or Hillmans that our neighbours drove that was the connection to us schoolboys.

I believe another factor was that all cars looked so different to each other then. As a 12 year old schoolboy I could recognise ANY car from a long distance – thanks to 'I Spy Cars' but nowadays mostly I have to check the bonnet badge!

I no longer live in Redditch but I believe that any local schoolboys who want to buy model cars today would, like most of us, have to go

the fire versions were a lot cheaper than to buy the military version. In some cases they may not have been available in any case.

The original Dinky Toys Bedford QL is correct, because when it was released in 1953, (bearing in mind that production used to take 18 months from time of photographs and dimensions taken) the peace time lighting regulations were in force, meaning two headlights and side lights. Dinky's model was accurate, with lights and roof hip ring – and this was intended as a toy!

On Monday I acquired two Airfix kits. It must be nearly 50 years since I last bought some. I noted with interest that these two were made in India. Perhaps the Hornby Group is moving production[s] from China?

RAY YOUNG
EMAIL

Thanks so much, Ray. You will see in our New Releases section this month, Dom has awarded OD's Diamond T Tank Transporter 10/10. As I've

said many times before, he does a fantastic job but, in a hobby as diverse as ours, no-one could not be expected to be an authority on every vehicle modelled. You are clearly a military vehicle historian, so your expertise here is much appreciated and your comments very informative and interesting.

Thanks also for pointing out that my Solido model is in fact 1:50 scale, as opposed to 1:43 as hastily stated. Now I look at it again, it's obviously way too small to be deemed 1:43 when sat alongside cars in that scale. Definitely one of my blonder moments!

In regards to overseas production, it will be interesting to watch what happens over the next decade. Despite all the economic and social changes going on in China, when it comes to die-cast manufacturer the skill sets developed and the supply chains set in place over the years would, I imagine, be difficult to compete against. But who knows? Ed.

ATLAS EDITIONS PACKAGING

I would like to add to the discussion about the packaging used by Atlas Editions. This seems to vary considerably depending on the series being delivered. I enclose a photograph showing a model from the Atlas Ikarus series of buses released in Hungary, with the box it was posted in clearly showing the Atlas name. Also the bus is well packaged in its own case and box, inside the outer box shown.

Furthermore, when I received my Leyland Octopus tanker in the 'Dinky Trucks' series it also came in a special outer box marked Atlas. I'm not convinced by the cost argument about the packaging regarding the standard Atlas Dinky series.

The bus shown in the photos is an Ikarus 60T trolley bus from 1952 and is in the now standard scale of 1:72 used by Atlas and others and most likely manufactured by Ixo in China.

DAVE WALLACE
KENT

Hopefully Atlas is taking on board comments made about



above Dave Wallace has sent us this picture of his Atlas Editions Ikarus 60T from a series of model buses released in Hungary, which came with its own case and box, all protected in transit by a substantial outer box.

some of the rather flimsy packaging it has used in the past and is now exploring more robust alternatives and how slightly increased p&p changes may impact on sales. With the models being so reasonably priced anyway, I would imagine most collectors would rather this than the hassle of having to return items should they arrive having been damaged in transit.

We are currently working with Atlas Editions to bring you some very exciting offers that will be exclusive to Model Collector in the near future. Apologies for the wait, but I think you will find it will be worth it! Ed.

on the Internet.

Keep up the good work on the magazine. Dom's new model reviews are great.

DAVID DUFFIN
EMAIL

For all the reasons you note, David, and plenty more, I think we're very blessed to have grown up during the 20th Century. Don't get me wrong, all the technological advances that have been made in our lifetime are nothing short of astonishing and the internet has without doubt opened up a whole new world of possibilities.

But would I want to be a 21st Century kid? Absolutely not. We're so lucky, to have memories like these! Ed.

RIOT POLICE QUAD

With reference to MC August 2015, on pages 62-65 Paul Brent Adams show us his Corgi No. 422 Riot Police Quad. Not a model I am familiar with, but I can confirm that the C.M.P. (Canadian Military Pattern) Quads were sold after World War II to some non-British Empire/Commonwealth armies, including the Japanese.

Several countries' police forces also used them as riot control cars. I enclose, I would think a late 1950's picture of one in Japanese police use, either in Tokyo or Osaka. The photograph appears in the assembly instructions from a very old Tamiya 1:35 Ford F.A.T. (Field Artillery Tractor) 2 kit.

The vehicle in the photograph

clearly shows the spotlight or search light and a loudspeaker mounted on the roof. There are no water cannon fitted, but that doesn't mean they never were. As well as the Japanese, other nations' police used them, such as Italy, West Germany and The Netherlands. I suspect that quite a large capacity water tank could have been incorporated into the rear of the body without reducing

the personnel accommodation.

Hope this is helpful and thanks for another excellent edition of MC.

ROBERT WALKER
BELPER, DERBYSHIRE

Most helpful and I'm really impressed were able to put your hand on the old Tamiya kit brochure featuring this photo. Thanks so much, Robert. Ed.



your letters

Model Collector, MyTimeMedia Ltd, Enterprise House, Enterprise Way, Edenbridge, Kent TN8 6HF,

READERS PROJECTS

MARVELLOUS MONGRELS!

I feel I must add to your comment in the September mag where you said you have several Routemasters but not on the 49 or 19. It's time to eat you heart out. I can't help with the 49, but



above and left Dave Trower's marvellous mongrels!

I thought you and your readers might like to see my 19s.

The two STLs are standard models, but I've changed the destination on one of them to 'Tooting Bec Str'. The Kentish Bus RM is a standard model,

but the RT and red RM have been converted to 19s by adding waterslide transfers - there are a number of suppliers. The beauty of this is, like the writer of the article that triggered your comments, it is possible to localise the fleet to the routes previously travelled

on (I'm a North Londoner) and it doesn't spoil the models because most waterslide transfers can be removed with masking tape, as long as you don't coat them with varnish.

Models treated like this in my collection are known lovingly as mongrels.

Keep up the good work with the magazine, and thank you.

DAVE TROWER
EMAIL

Thanks for a shot of nostalgia with my first cup of coffee of the day, Dave! I only actually remember the Routemasters, but you've done a fantastic job on all of them. Certainly nothing 'ruff' about these mongrels! Ed.



CORGI HIGHS AND LOWS

The recent correspondence by an eagle-eyed reader who spotted the ancient Corgi Mk II Zodiac as being left hand drive prompted me to pay closer inspection to a few more Corgi models in my collection. The problem here is that there's a danger of becoming very nit picky. One in particular caught my eye recently, Corgi's Mk II Escort Mexico.

My model was at eye level, in a slim wall cabinet. I'd looked at it a number of times and couldn't work out why it looked odd. Eventually, I realised that the rear of the car sits higher than the front, ie as if the rear suspension has been 'jacked up', as was the popular craze back in the 1960s and 70s. I removed it from the cabinet and inspected it more closely. It has sprung suspension. Didn't some Corgi's of many years ago have this feature? I seem to remember they did. In the case of this particular Escort the rear suspension is far too springy.



above Mick's Mexico, clearly looks 'jacked up' when viewed side on.

When the car is pushed down and held down it looks perfect, but when pressure is removed it springs back up. You might not think that about 1½ millimetres would matter, but it does – well, visually anyway. The answer is to display it face on, but the question is why has it got suspension anyway?

Back in the days when Corgi model cars were made to see action suspension was a novelty when measured against the solid axles of Dinkys, etc, as they would 'corner' better. But surely the modern Corgi is a 'collectors model' and no longer a toy?

In regards to the Mexico it's a shame, because otherwise the model is superb, with its

green body, black roof and other fine detailing. The wheels, for instance, are spot on. But there's no ignoring the fact that besides its nose down attitude, the rear tyres look over sized compared to the front ones, which of course they're not.

I then looked at all of my other Corgi Fords. The following have got suspension: Mk III Zephyr 4 and 6; Cortina Mks 2, 3 and 4; Fiesta Mk I; Granada Mks 1 and 2; Mk I and Mk 2 Escort Mexicos and Harrier; Mk 2 RS2000; Capri 3.0 S and 2.8i; Sierra GLS and XR4i Murkur and the '1 millionth' Transit. All of these sit perfectly.

Those which do not have suspension are: Mk 2 Zephyr and Zodiac; Anglia 105E;

above The Trofeu Mk II Mexico. It doesn't feature the superb RS alloys on the Corgi Vanguards version, but at least there's no suspension, explains Mick.

Popular 100E; Consul Classic; Capri and V8 Pilot, although these are from days long since past of course. Strangely, also in the second group, thankfully, is the Capri RS3100, which is a fairly recent release. How come?

I haven't inspected my other British classics from Corgis, eg BMCs, Rootes Group cars, etc, although one that I know is sprung is the Vauxhall PA Cresta, but I can't fault this beautiful model.

So are all the Mk II Mexicos like it, or is mine and just a production fault?

All was not lost. Thanks to the good folk at R.M. Toys



JIM CLARK TRIBUTE

Following recent correspondence on the letters pages relating to Jim Clark, I thought other readers might like to see my own model tribute to him. To me he will always be second only to Fangio when it comes to World Champion F1 drivers.

**BERTRAM M. WILSON
BISHOPS STORTFORD**

below Bertram Wilson's splendid little tribute to Jim Clark.

What a great little display you've created, Bertram. Thanks so much for sharing this. There's no doubt both of these drivers were a class of their own. It was absolutely tragic that the talented Jim Clark's life was cut so very short. Ed.

OLD STYLE GARAGE KIT QUERY

Would you know if the company by the name of Classic Commercials is still operating?

I have been looking for a 1:43 old style garage made by this manufacturer that I came across in an old model magazine article (dated 1998).

I had a friend email them but the message simply bounced back.

Or perhaps you can advise details of any other companies that produce 1:43 old style garages, or indeed smaller scale garages suitable for 1:76 models?

**RICHARD LANCELEY
NEW ZEALAND**

Unfortunately, Classic Commercials ceased trading

some time ago now, Richard. I have spoken to Adrian Swain at ABS who bought the stock but he tells me that the garages were already exhausted when he took on the range and, while he has looked at the possibility of commissioning more, cost versus demand has deemed this prohibitive.

Kingsway Models do a very good range of 1:43 and 1:76 card kits, although as far as I am aware there's currently no old style garage of the kind you are looking for in the range.

Can anyone else reading point Richard in the right direction? Ed.



left & right Close comparison of the Trofeu (left) and Corgi Vanguards (right) Mk II Mexicos.



I secured a Mk II Mexico by Trofeu. It has the pressed steel type Mk III and Mk IV Cortina wheels rather than the Corgi's superb RS alloys, but I can live with that, and there's no suspension!

What is also odd about the two models is that while Corgi is British, its model is based on a German car, with German plates and LHD, yet Trofeu is Portugese and its model is RHD with British ESCORT 'showroom style' plates in white and yellow.

The Trofeu isn't perfect, though. The front numberplate is too high and it has no rear numberplate lights. The Corgi has one long number plate light when it should have two small ones. One has a rear fog light,

one doesn't. The Corgi rear lights also look wrong to my eyes, but are they? Deciding whose front indicators are correct is too close to call based on pictures of the real car.

But do these minor details spoil what are basically very nice models? Probably not. Best to accept them as they are and stop being an anorak or a nit picker.

Finally, getting back to the Zodiac, contrary to previous

below The RHD version of Corgi's Signal Green Mk II Mexico.



correspondence about it being LHD, the two tone blue model is also available in RHD after all. R.M.Toys has come to the rescue again for one of these. The model number for the RHD version is 0709. The light blue flanks are, however, in the wrong shade of blue – far too deep a hue. The one I owned in the 1970s was a much lighter shade, more Duck Egg Blue. But that's another nitpick and I've got to stop doing it!

**MICK HAVEN
EMAIL**

You've picked up the German version of Corgi's Mexico (VA12606B), Mick, but there has also been a RHD British version (VA12606A) - although it has to be said that this also appears to sport the same 'jacked up' look.

Planned for next month is a feature length article on Escort Mk IIs models, so it will be interesting to get our writer Peter Miskelly's take on these Vanguards releases.

Thanks, too, for the heads up on the Zodiac. I have a LHD example but it's good to learn there's also an RHD version. Ed **MC**

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The true value of our models

Don Townshend explains why he sees collecting and investing as two very different pursuits...



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Many of us, who get huge enjoyment from our hobby, speak in glowing terms about the excitement of putting a collection together and displaying it. We sit and look at all the models and remember when we obtained each item. We revel in the thrill of the chase and if something is a bit rare we are especially pleased to own it.

The classics ooze nostalgia and equally lots of the new model vehicles featured in this magazine are excellent and are a joy to own.

When I show friends my collection they often comment on the potential value. This is particularly the case

if they have seen an item on a TV auction and an expert asks a seller if they have any more like it in their loft.

We are probably all aware that rarity sometimes equals high value. For example, the Dinky Toys (No. 920) Guy Van 'Heinz' featuring the ketchup bottle is the more unusual model and subsequently rare survivors have fetched well over £2,000 at auction. Likewise, the short production run of the Dinky Toys (No.514) Guy Van 'Weetabix' has seen examples realise over £700. Many of the earlier Corgi Toys models are sought after, too. It is also the case that right across the collecting field, models that

had pre-production trial colours can command high prices.

So, are we collecting or investing? How many collectors can afford to spend in excess of £2,000 on one model? More to the point, will the item hold its value? Model collecting is not immune from price fluctuation.

I would suggest that individuals who think about prices and investment potential are not really collectors in the sense that many of us are. Good luck to them, but they might just as well just play the stock market or buy gold coins and then watch the gold market to decide when to cash in.

NEXT MONTH

OUT ON Friday, October 9, 2015



ROVER P5B

BoS's stunning new 1:18 scale model of the last iteration of the P5



SPITFIRE IN MY WORKSHOP

David Glen's beautifully illustrated, step-by-step account of how he constructed a museum model masterpiece



THE CURSE OF THE LOCAL STANDARD

We look at the buses built to operators' own designs and how for collectors they have resulted in compromises, gaps and occasional delights



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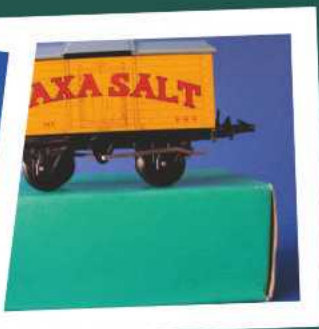
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