



VINTAGE MODEL PRICE GUIDE
10-PAGES OF THE LATEST TOY SALE RESULTS INSIDE

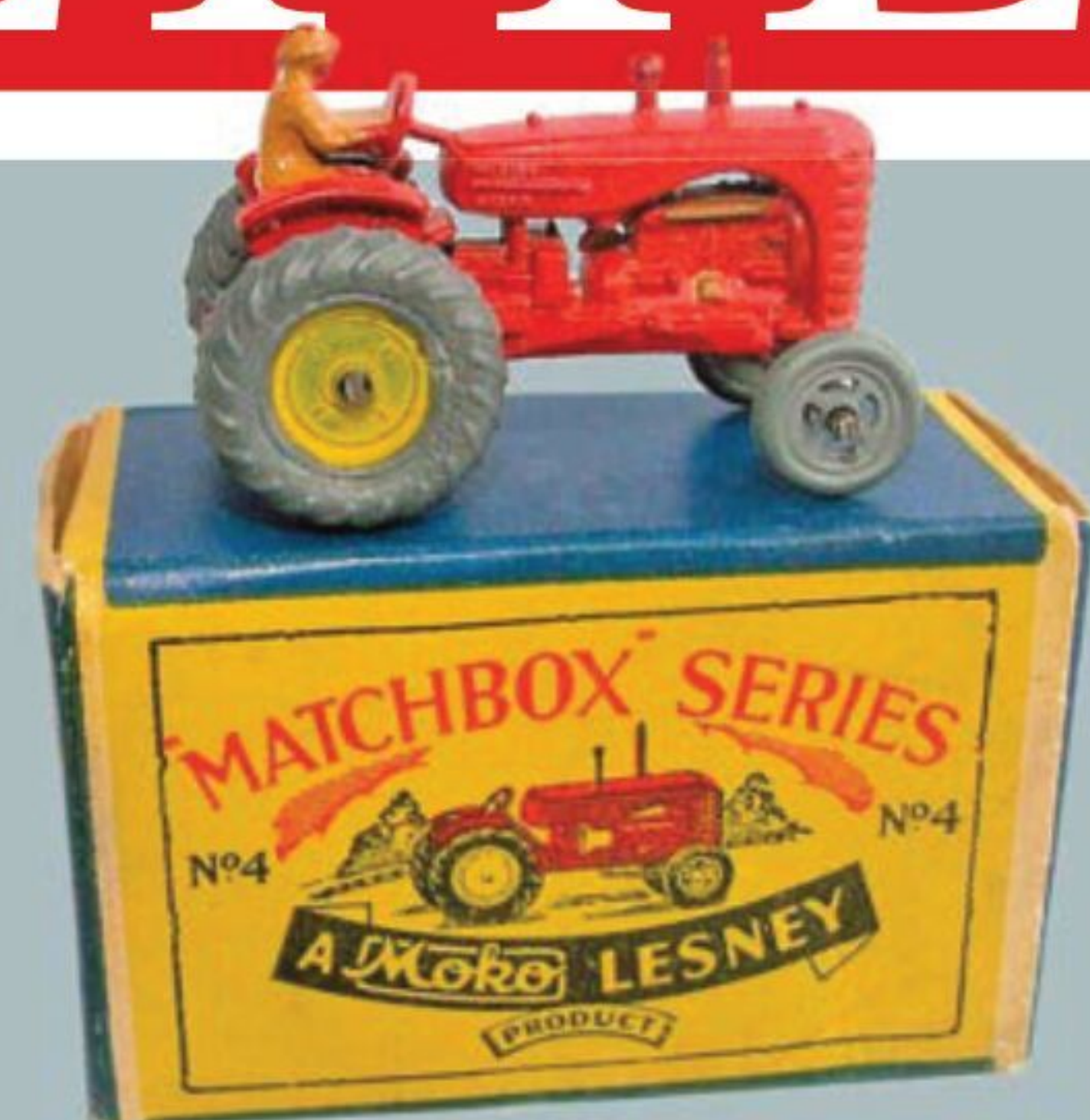
COLLECTORS GAZETTE

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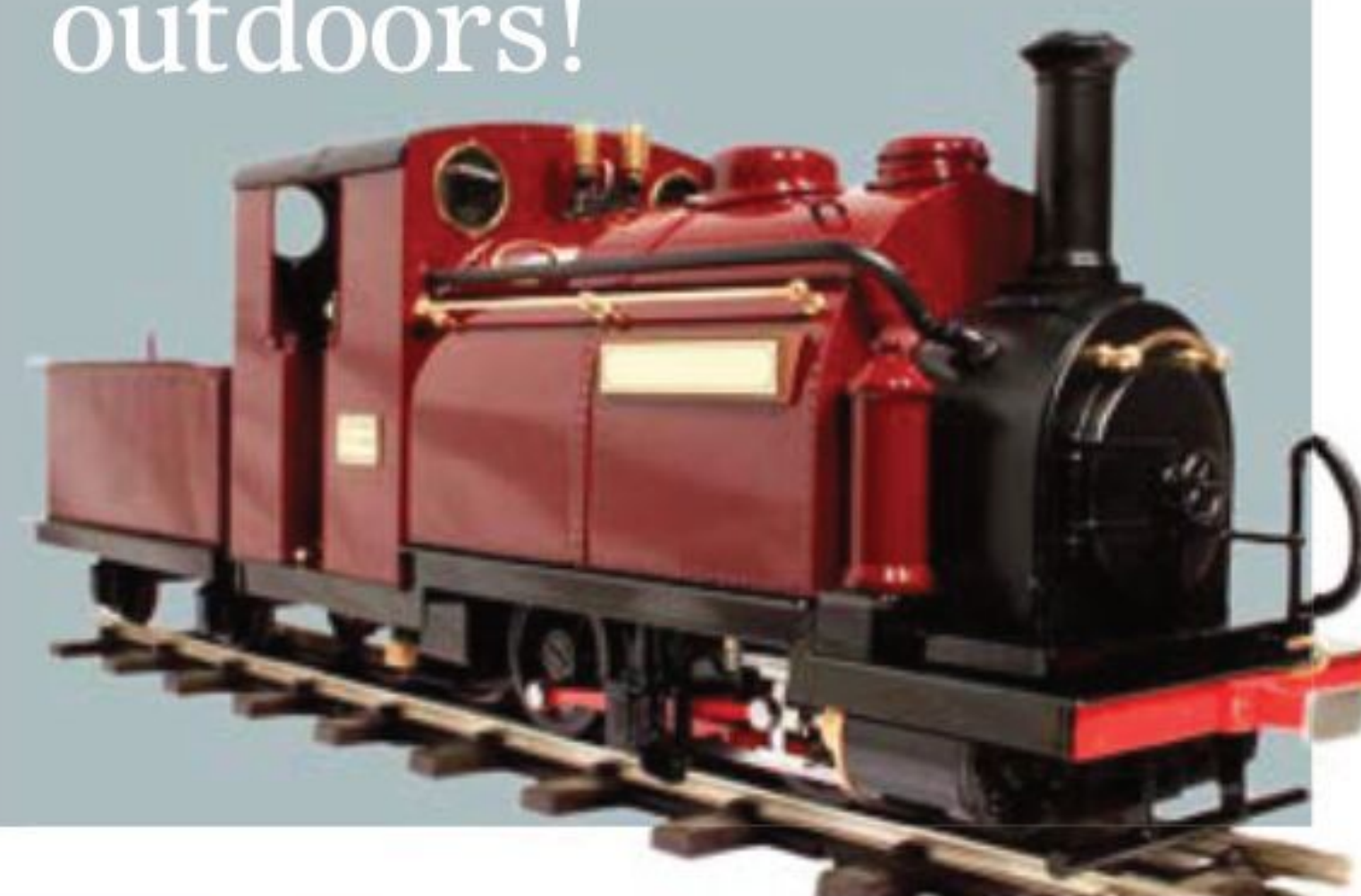
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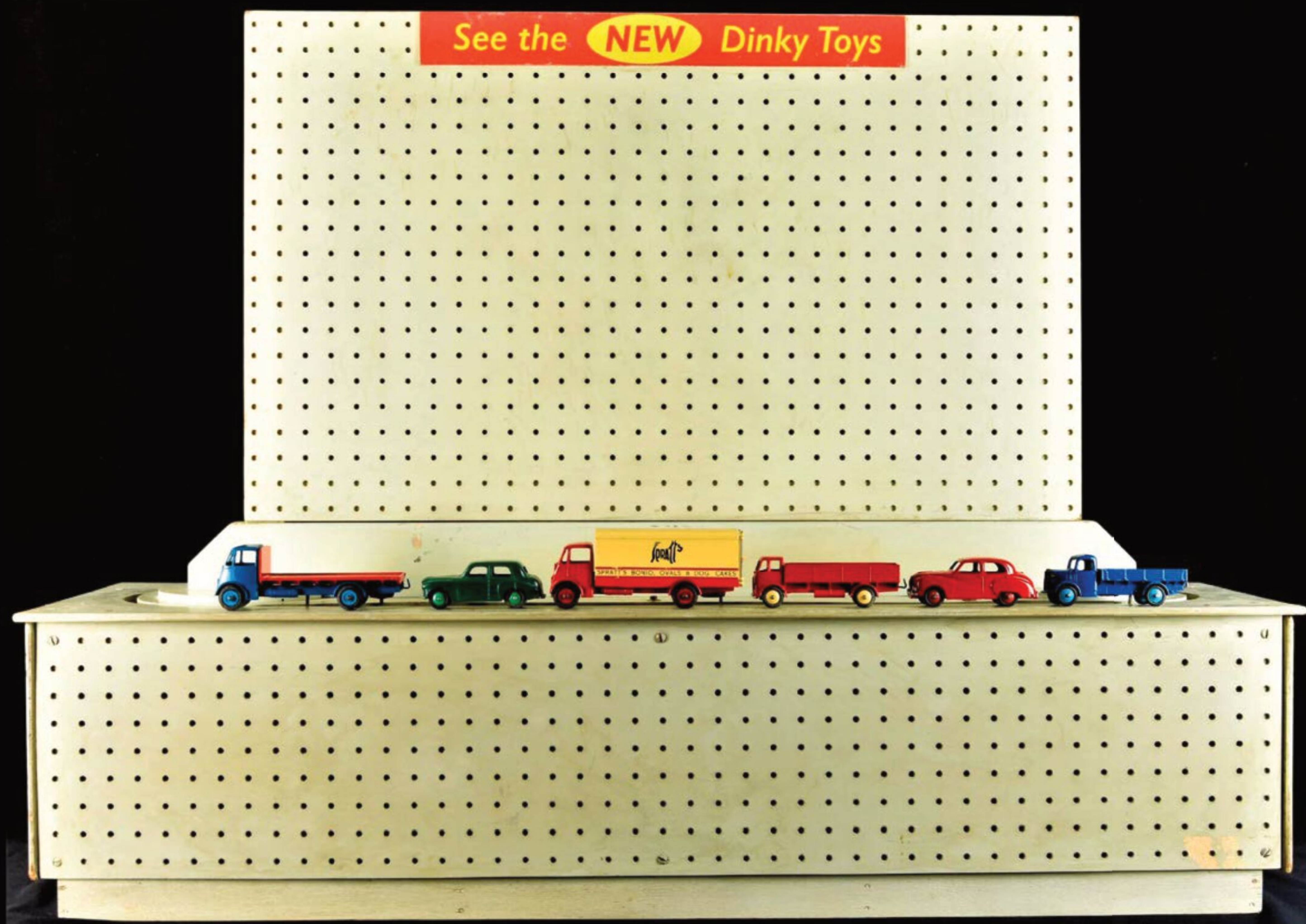


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Glorious Trains Part Three, 3 August Toys for the Collector 24 August



We hold at least eleven toy and train sales every year offering everything from N Gauge to 5 inch Gauge and diecasts and other toys of all types. Our 24 August auction includes this rare Dinky Toy motorised shop unit, here displaying vehicles from a fine 1950s childhood collection.

We are now taking in lots for upcoming auctions and also are pleased to visit, following government health guidelines of course. Our auctions continue very successfully online only, with a rota for viewing, collection and our own reasonably-priced in-house packing service.

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■ AUCTION REVIEW

Is it a bird or is it a plane...

The Warwick and Warwick latest sale was conducted online, as has been the case for some time now. A pair of Meccano No. 0 Aeroplane kits, built as seaplanes, found a new home for £192 while in the equine models section, Britains Racing Colours of Famous Owners cropped up: the Mr F. T. Halse achieved £660, whilst a Larch Hill Stables cantered over the finishing line to make £552. On a completely different note, a plastic Timpo Wild West 7th Cavalry Field Ambulance Wagon (No. 277) realised a very healthy £192.

Interest in diecast remains strong: the ever popular Mr Bond's Corgi Aston Martin DB5 (No. 261) whizzed away to achieve £324, begging the question of just when will the market have had its fill of 007. From across the Pond, a Man from UNCLE Thrush Buster in blue realised £192, whilst closer to home the charming Corgi Lotus Racing Team (Gift Set No.



One of the pair of Meccano seaplanes; these tinplate flyers have huge appeal nearly a century on.

37) sold for a respectable £252.

As for Dinky Toys, a 1930s onwards re-painted and re-transferred set of six Tram Cars (reference No. 27) achieved a remarkable £300 and a glorious pink Thunderbirds Lady Penelope FAB1 sold for £348.

Railway fans had a separate auction: in the Gauge 1 section an Aristocraft Class 66 diesel locomotive Freightliner realised £420, with impressive O gauge models proving as popular

as ever, when a Gateneal kit-built locomotive sold for £204 and an unnamed kit-built City of Exeter ran into the terminus for £252.

In the smaller fry section, HO/OO highlights included an Athearn (Genesis) Union Pacific 3985 Challenger, which realised £180. A Bachmann National Railway Museum Great Central 506 Butler-Henderson Class locomotive and tender achieved £114, with a Broadway Limited (USA) Union Pacific 7511 GE AC 6000 No. 2000 selling for £108.

There was a lovely selection of Wrenn locomotives also offered in the auction. Highlights included a BR 34065 Hurricane No. W2275/5P locomotive and tender (£492) and a BR green Golden Arrow 34053 Sir Keith Park rebuilt Battle of Britain Class 4-6-2 locomotive and tender (with flags on the front): this settled on £480. ■



Freightliner from Aristocraft was a worthy contender at the auction and sold well.

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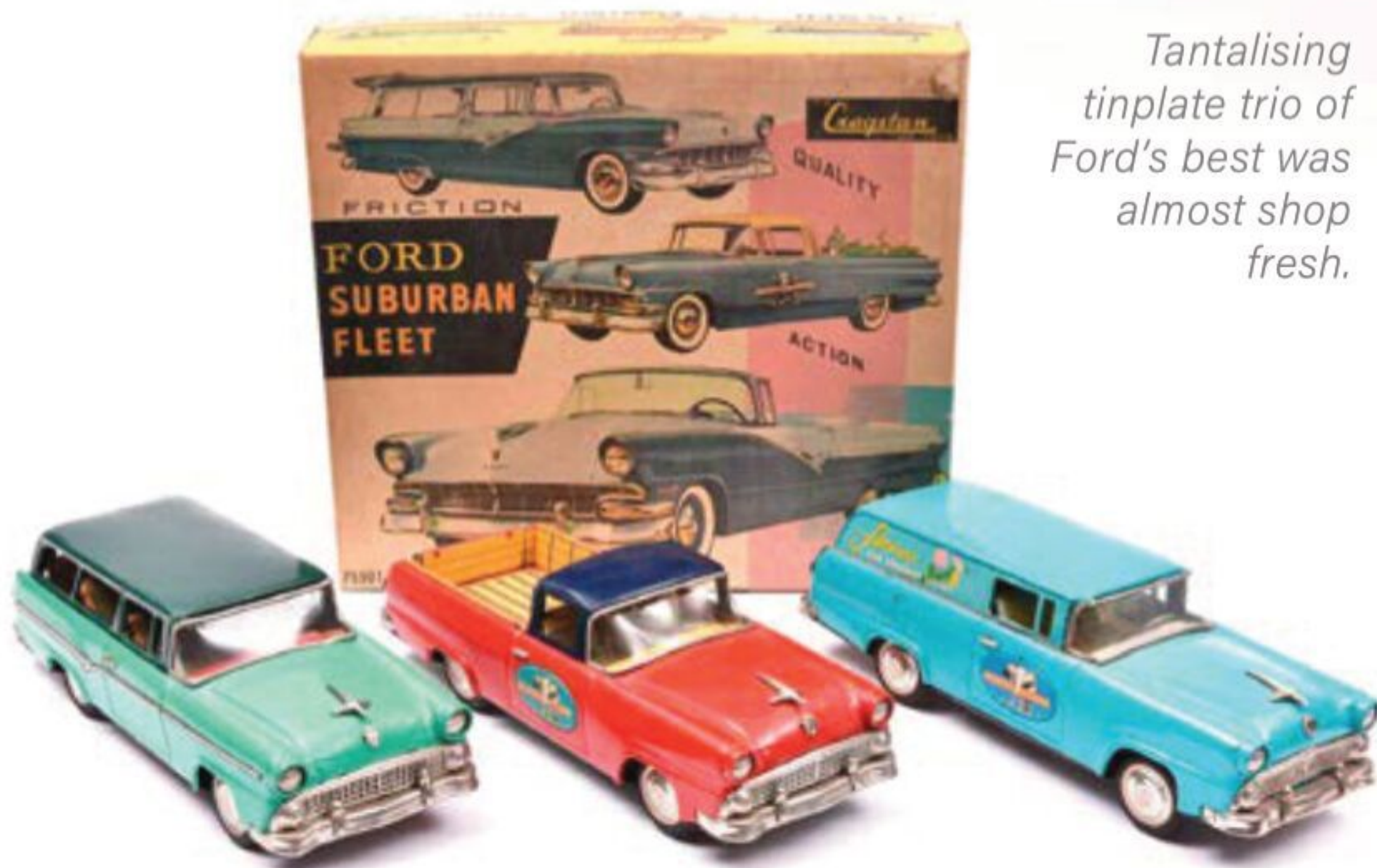
Turn to page 16 to find out more...

■ AUCTION REVIEW

Tantalising tinplate trio

Wallis and Wallis certainly dished up some delights at its recent auction.

A rare mid 1950s Bandai/Cragstan friction-powered Ford Suburban Fleet was a star lot. This seldom seen set was produced for the North American market and comprised three Ford Fairlanes (a Station Wagon in two tone green, a Pick-Up in red with a dark blue cab and a Delivery Van in turquoise), the last two carrying a 'Ford Lasts Longer' elephant within an oval impressed into the side doors. All three featured litho detailed



Tantalising tinplate trio of Ford's best was almost shop fresh.

interiors, window glazing and plated brightwork. Bidding was intense, the lot ending on £1,150.

Equally rare was the late 1950s Japanese Yonezawa Tinplate Atom Jet Racer. A streamlined science-fiction style space ship/jet-powered vehicle, it

was very much from the Jetsons cartoon period. Fitted with a friction motor (still in working order), the main body in a light green with a varnished style look, it featured bold detail with 'Atom jet' and 'A-58 v', with various other litho detailing like rivets, grab

handles and red lining. The enclosed cockpit contained the pilot and this soared off to make an impressive £2,600.

Another scarce item was the Japanese tinplate GEM Super Racer. A friction-powered single seat racing car, it was finished in white with red flame effect detailing, and boasted racing number 42 with lithographed sponsors: BP, SHELL, Kleber, SOLEX were all present. Set off by a cast-in driver, this made £650.

Aircraft were the other big hitters. A rare, mint French Dinky Toys Aeroplane Gift Set, 'Avions' (set No.61), comprising a Dewoitine D-338 in green and silver,

a Hanriot Type H-180 M in silver, a Potez Type 58 in silver, a Farman Type F 360 in silver and yellow and a Dewoitine Type 500 in silver; there was also a Potez Type 56 in red and silver included. A final bid of £1,000 secured the set.

The other interesting aviation lot was the Dinky Toys RAF Aeroplane Set No.61. Comprising five aircraft (a Singapore Flying Boat, two Fairey Battle Bombers and two Gloster Gladiator biplanes), all in silver RAF livery. Some age wear to the box was noted, and the lid was dated 1/39, making it a pre-war set? £500 was the winning bid. ■

■ AUCTION REVIEW

Star Wars stars

British Toy Auctions' last sale certainly had a plastic theme, with Lego sets very much to the fore. A limited First Edition LEGO Star Wars Ultimate Collector's Millennium Falcon had been opened but the parts were in ziplock bags. Unchecked for completeness, the box was good with some storage wear marks to the corners and light creasing. This flew off to sell for £1,100

plus commission.

The Market Street set from the 'Designed By LEGO Fans' series was still factory sealed and in good overall condition but with a crease noted on the back of the box. This made £900, the same result as the Cafe Corner set that was also still factory sealed in its box but exhibiting some storage scuffs.

And back to Star Wars: the Death Star II in an opened box with the parts

in ziplock bags was bid to £650, plus commission.

On a different tack was the large quantity of 98 unopened parts, 100 magazines and the blueprints for the DeAgostini Star Wars Millennium Falcon in 1:1 movie prop scale. The parts were all still sealed in their bags and appeared mint. A boxed 20 cm tall De Agostini Han Solo figure in mint condition accompanied the Falcon; the lot sold for £550. ■



Lego Death Star proved that you simply cannot keep a good, unmade kit down – especially if it hails from another galaxy.

NEW RELEASES THIS MONTH



CORGI
BACK TO THE FUTURE
DELOREAN WITH
DOC BROWN FIGURE

Price: £29.99 Scale: 1/36 Release: out now

Celebrating the film's 35th anniversary, this feature-packed version of the infamous DeLorean comes complete with a resin figurine of Doc Brown.

» www.corgi.co.uk

CORGI VW CAMPER "HAPPY BIRTHDAY"

Price: £29.99 Scale: 1/42
Release: out now

One of Corgi's new gifting range, this VW Camper is great fun and comes in a special box. The 'present' is removable so a message can be folded underneath!

» www.corgi.co.uk



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new releases
reviewed at
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■ AUCTION REVIEW

Booming good business

If Vectis' results are anything to go by, collectables are becoming even more collectable.

Its recent rash of sales included a Corgi Toys rotating shop display stand, made from clear plastic with a yellow "Corgi Toys" to the top of the sign. This realised £900. A French Dinky Military 823 GMC Tanker in drab green and with a few small marks to the bonnet came with its bagged accessories and was in a good box: clearly desirable, this settled on £576, way over estimate. Still on French Dinky, the Saviem Trafic SB2 Horse Box in blue and white and tan must have

surprised many: complete with sulky and rider and factory packet for reins and stickers, this galloped away to make £900, or four times estimate.

For racing buffs, the Corgi GS15 Silverstone Racing Layout Gift Set was only fair to good and the general assembly instructions were missing. Box was reasonable but here clearly was a set to improve upon. Despite these drawbacks, enough people wanted it and the layout finally stopped on £1,800.

But, as is so often the case, it was Han and his mates who stole the show.

The Palitoy The Empire Strikes Back vintage Boba Fett 3 3/4" figure was on an

un-punched 41 back card ("with figures" scribbled out in biro below the Star Destroyer playset text, apparently done at the factory). Estimated at £3,000-5,000, Boba made £6,960.

The same film's Darth Vader 3 3/4" figure was on a similar card and featured the same factory error. Again, those in the know wanted this aberration, in this case to the tune of £5,040.

Finally, the Jawa. Vectis reckoned that £2,500-3,400 would cover him (it?) but in the event the collectors knew otherwise, pushing the tiny chap to a dizzy £6,240.

May the overdraft be with you... ■



Looking like new, this very clean VW saloon soon found a new home.



The Corgi Mini Cooper in rally trim was simply lovely and finally settled on £816.

■ HOBBY NEWS

New from Oxford Diecast

Elaine Davies recently circulated a communication on Oxford Diecast's social media pages, bringing us an update of the current production expectations, whilst also detailing the new tooling releases expected shortly.

"Some of you may be aware of the position we face with importation into the UK. Shipping

rates remain inflated and continue to increase as well as a shortage of space. We are hesitant to pass on these inflated costs to the end customer. I would like to apologise for the delays in release of new products that we are experiencing due to this. We aim to release further items in September."

There have been detailed updates posted on the company's Facebook page at www.facebook.com/oxforddiecast, and particularly worthy of highlighting here are the three new Land Rover models due anytime now – 76ND90001 New Defender 90 in Pangea Green (above, right), 76ND110001 New Defender 110 in Indus Silver (above, left) and 76ND110X001 New Defender 110X in Gondwana Stone (above, centre) - all in 1/76 scale.

"We do have Christmas Model planned for

Platinum Members - AEC Matador. Due to the success of our Remembrance Day model 2020, we have a new Ambulance releasing this year, (76MA007). Keep your eyes peeled for our special Scania celebrating the NHS.

(76SNGOOS). Both of these models allow us to make a donation to local charities which will be announced closer to the release date."

For more information, visit the company's website at www.oxforddiecast.co.uk. ■



SOLIDO PORSCHE 935 MOBY DICK #30 DRM NORISRING 1981 GIAMPIERO MORETTI
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Price: £29.99 Scale: 1/42 Release: out now
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■ HOBBY NEWS

Obituary: John Ayrey

It is with great sadness that news reaches us of the passing of John Ayrey.

John was taken ill and admitted to the Royal Bournemouth Hospital, where he died peacefully during the night of 20/21st June 2021. He leaves a wife Jennifer, and a son, John Trevor.

John was born in December 1933 in Saltaire, not far from the John Ayrey Die-Casts office in West Yorkshire. After doing his National Service, in the Army Dental Corps, he and his father opened a stall in Bradford market selling dentures, etc.

In January 1950 he and his father bought a model shop at Frizinghall, Bradford which became the Bradford Model Railway Centre. In the early sixties they bought a second shop in Huddersfield which John managed, leaving his father to run the Bradford shop. It was in the mid-sixties that two of the current owners of John Ayrey Die-Casts, Norman Hinchliffe and Andrew Feather, became friends with

John. Norman worked at the Huddersfield shop and Andrew at the Bradford shop, but the three were drawn together by a mutual interest in trolleybuses and railways. In 1966 John bought a single deck trolleybus from Liege, brought it back to the UK and it is now preserved at the Sandtoft Trolleybus Museum.

John and his father went on to open shops in Leeds and Manchester, but following his father's death in 1976 John gradually sold all four shops, the Bradford one becoming Frizinghall Models & Railways, which came back into the Ayrey's group in April 2017.

Because of his interest in models and travelling around Europe, John started the current wholesale business working from his garage in Baildon. But John was always at the forefront of innovation and the business grew rapidly and he was the first to produce promotional models by several companies, including Corgi & Lledo. He also gained many exclusive European agencies.

In the mid-nineties, John wanted to step back a little and asked Norman



to help him run the business, but after suffering a heart attack he decided to retire to Bournemouth, one of his favourite holiday haunts. So, with help from Norman's wife Judith and her family, plus Andrew Feather, the wholesale business was purchased from John. But he had models in his blood and despite his retirement he suggested the company opened a Dorset branch, where he helped out and did local deliveries right up to about ten days ago – he was dedicated to the model trade and loved talking to customers.

He was a real gentleman, a great character, a true Yorkshireman and will be a great loss. All at *Collectors Gazette* would like to add our sincerest condolences to John's family and his colleagues at John Ayrey Die-casts. ■

COLLECTORS GAZETTE

Coming up NEXT MONTH

SEPTEMBER 2021 ISSUE



» **GERRY ANDERSON**
The collectables made famous by TV programmes

» **TOY INSURANCE**
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*Editorial contents may be subject to change where necessary

NEW RELEASES THIS MONTH

BRITAINS JOHN DEERE 3650 TRACTOR

Price: \$135.00 Scale: 1/32 Release: out now

Britains' 2021 edition of its four-wheel-drive John Deere 3650 tractor has a front weight, but not the front mudguards.

» www.britainsfarmtoys.co.uk



MATRIX SCALE MODELS ROLLS-ROYCE SILVER CLOUD III FLYING SPUR SALOON

Price: £110.00 Scale: 1/43 Release: out now

Modelled previously in maroon and dark grey, now in mid-blue, with light grey interior and wood-effect dashboard.

Very attractive, with pin striping.

» www.matrixscalemodels.com

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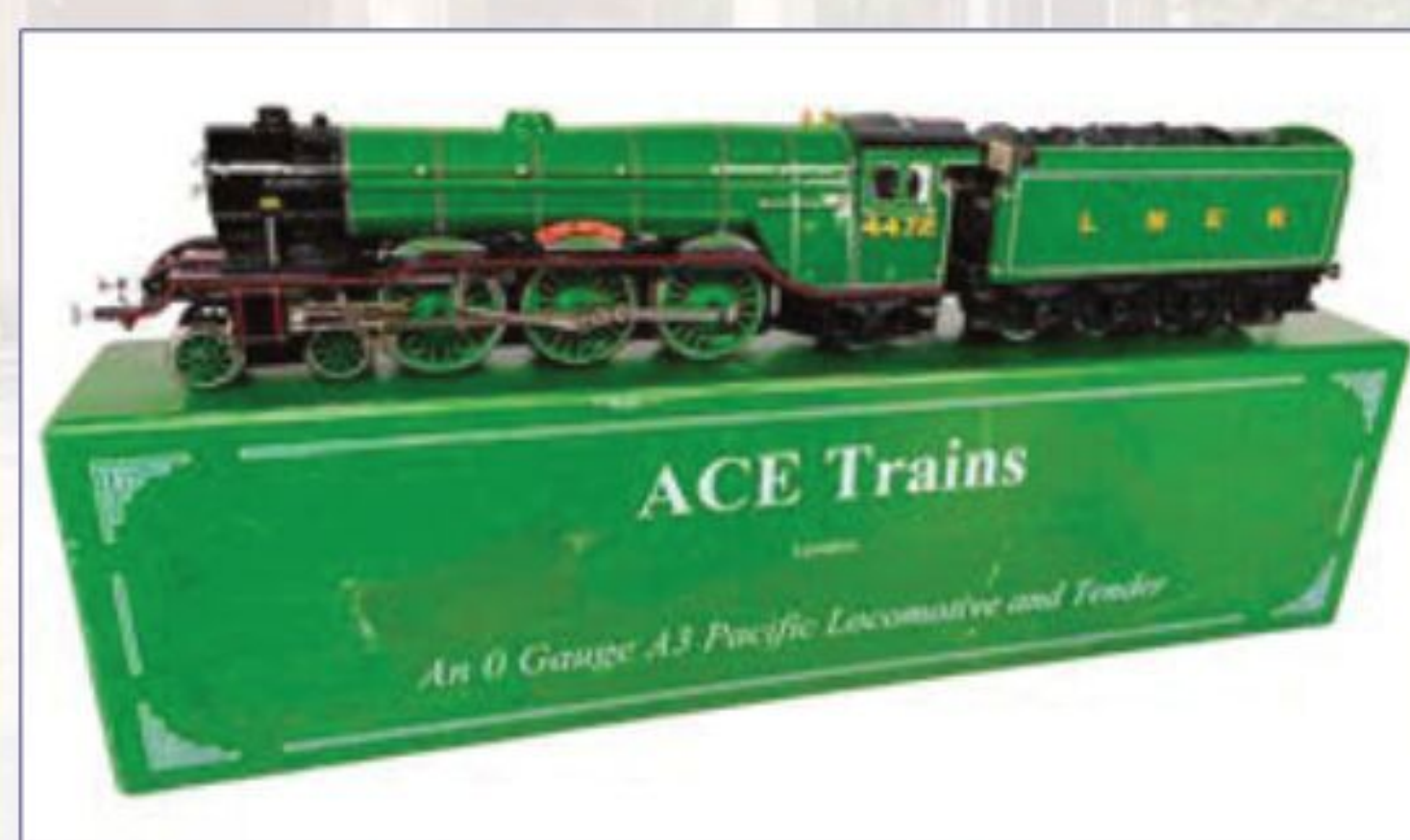


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What was the year?

Alwyn Brice presents the facts – you calculate the time!

In temporal terms, this was an extremely important year – more cannot be said!

In the USA, President Bill Clinton was acquitted of perjury, after being economical with the truth in connection with his relationship with a female aide.

This same year witnessed several natural disasters. Hurricane Floyd struck the east coast of the USA in September, necessitating the evacuation of around 3m people. Fortunately casualties were light.

But other disasters were of greater magnitude: in Turkey, two earthquakes took the lives of some 14,000 people while in Mexico, terrible floods led to landslides that claimed over 400. And in Taiwan, 2,400 died in an earthquake there.

The UK didn't escape, either. It was the year of the Ladbroke Grove rail crash. The absence of an automatic train protection system was found to be the root cause, when a train went through a red light and collided head-on with another. It was one of the country's worst ever rail crashes, with over 30 killed.

However, there was cause for celebration too, when Prince Edward married commoner Sophie Rhys-Jones in June.

On the European front, a new currency appeared: the Euro. Shunned by the UK, it nonetheless slowly gained adoption amongst the EU contingent. Former Warsaw Pact members Hungary, Poland and the Czech Republic all joined NATO and two Libyans suspected of bringing down the Pan Am Flight 103 in 1988

were handed over to Scottish authorities for eventual trial in the Netherlands.

In the realm of culture, after 22 years of restoration work, Leonardo da Vinci's *The Last Supper* was placed back on display in Milan. Also in Italy, this time in Rome, Hicham El Guerrouj ran the fastest mile ever recorded, crossing the line 3:43.13.

What were we watching on the big screen? *Star Wars: The Phantom Menace* was drawing young and old alike; Mr Bond declared that *The World Is Not Enough*; Hugh Grant was at his foppish best in *Notting Hill*; and *The Matrix* encouraged certain elements to consider the purchase of long leather overcoats.

In terms of toys, Barbie was

celebrating her 40th anniversary (yet still looking amazingly young and leggy). It was also the year of Pokemon trading cards: seen by some as the work of the devil (yes, really), their issue was a huge craze. And... if you had a Nokia phone (remember them? Small and simple and with a monochrome display?), the Snake was the game to play.

And what of pop? The Backstreet Boys brought out their *Millennium* album, and the same year saw the debut albums of both Britney Spears and Christina Aguilera. Cher hogged the limelight with *Believe* and S Club 7 decided to *Bring it all back*. In Eurovision this year (as if you cared), Swedish singer Charlotte Nilsson won with *Take me to your heaven*.

So... what was the year? **CG**

RIGHT

Another film spin-off was the merchandise from the dire Austin Powers production.

BELOW

Cards have always been highly collectable – and the Pokeman arrivals proved no exception to the rule.



BELOW LEFT

The weird Matrix film also gave rise to a series of collectable 6 inch figurines.

BELOW RIGHT

Still stunning at 40: Barbie had aged extremely well.



Answer: 1999



The joy of gardening

Has **Mark Nolan** discovered his inner horticulturist?
No, it's just an outdoor train set.

Anyone who has ever set up a scenic model railway has considered moving it into the garden.

Imagine the line snaking through the rockery, bridging the pond on a viaduct, traversing your herbaceous border an embankment and terminating in the potting shed. How hard can it be?

Well, quite hard actually. Assuming you even have a garden available, whatever layout plan you come up with, there's always a place where reality bumps up against fantasy. No you can't have the track laid anywhere near the washing line. Yes the lawn mower will snag the track where it crosses the lawn. No you can't afford the amount of track you're going to need. And yes, you're going to need something bigger than OO gauge.

There's still a lot of confusion when you mention garden railways to Normals. They immediately think of ride-on railways, or sometimes indoor railways with model gardens. The concept of a model railway in a garden environment seems difficult to grasp, which is strange, as the earliest toy trains were too large to use indoors. Many early locos also used live steam for propulsion, so garden use was not only possible, but eminently desirable.

PIONEERS

One of the earliest books on the subject was, unsurprisingly, called *Garden Railways*. It's by R E Tustin and was published by Percival Marshall in 1949. It remains one of the best sources of information about the nuts and

bolts of garden railways. It was also the first book to set down the principles of combining the railway with an appropriately scaled garden.

Even earlier, a *Scientific American* magazine from November 1911 mentions *Elaborate Toys and Serviceable Miniatures on English Estates*, singling out the Great Holmwood Railway at Thorp, Norwich, the property of Col. JR Harvey: "The main line is a continuous single track, 350 feet long, which passes round a lawn. The permanent way is laid on a brick foundation, about three feet from the gravel walk, in order to obviate the necessity for stooping when attending to the models. Including sidings, there are some 600 feet of track, the laying of which necessitated the use of 7,200 chairs and 10,800 brass screws".

Another famous garden railway runs round the oldest model village in the world; 'Bekonscot' in Buckinghamshire was first created in the 1920s by Roland Callingham. Its accompanying Gauge 1 railway has developed and changed many times, and, at ten scale miles, is among the largest public garden railways in the UK.

But even though garden railways have been around as long as toy trains, for some reason they're not considered collectable. Possibly the size and weight implications of garden railways precludes them from the frivolity of 'collecting'. The many different gauges employed, and the expensive hand built nature of garden railway locos has contrived to keep them in the



ABOVE

LGB produced this limited edition EMD F7 A unit diesel loco in Atchison Topeka & Santa Fe Railroad 'yellow bonnet' livery in the USA in 2020. The body is partially chrome-plated to show the original locomotive's typical stainless steel look. Cost was around £1200.



ABOVE

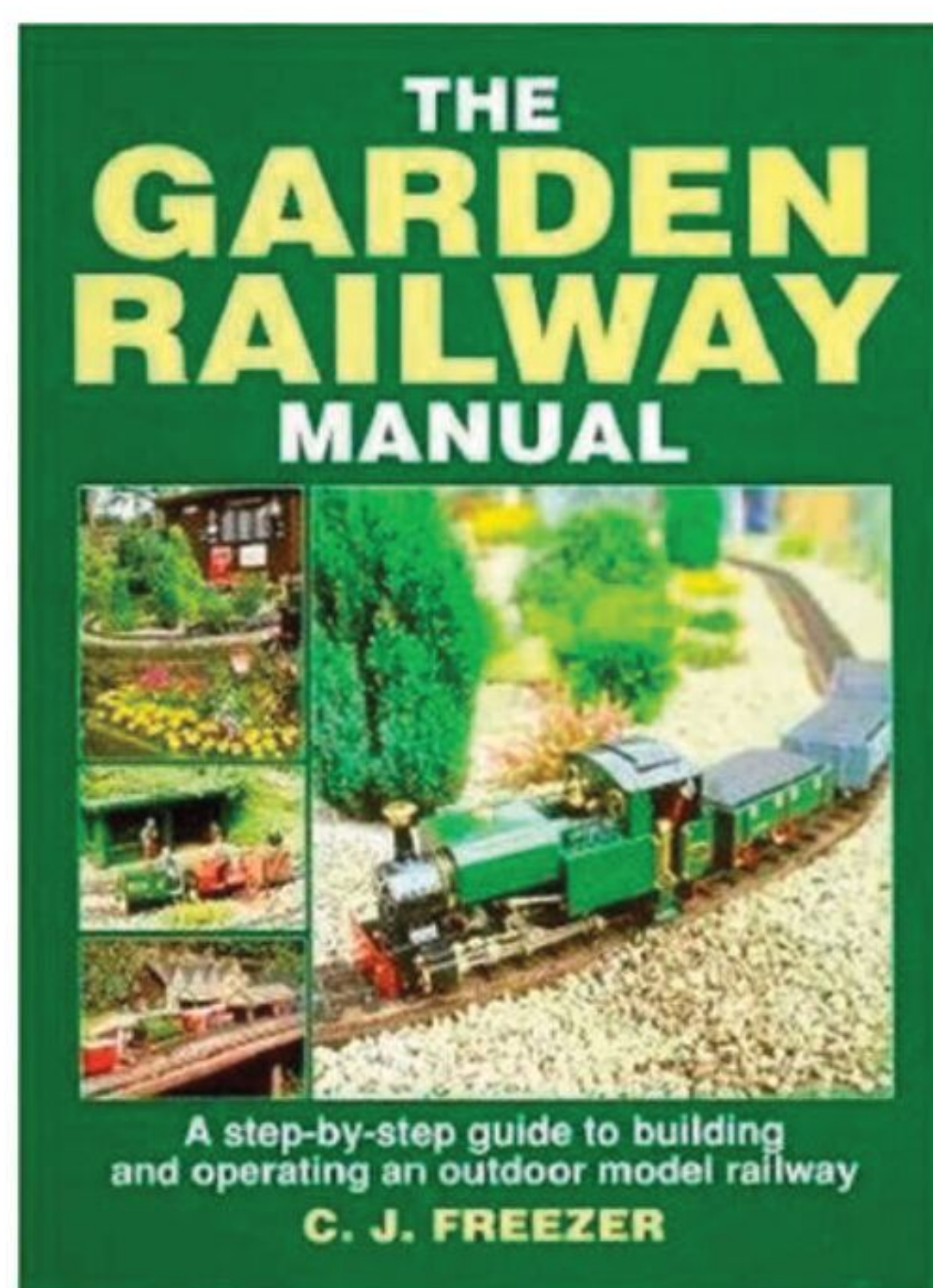
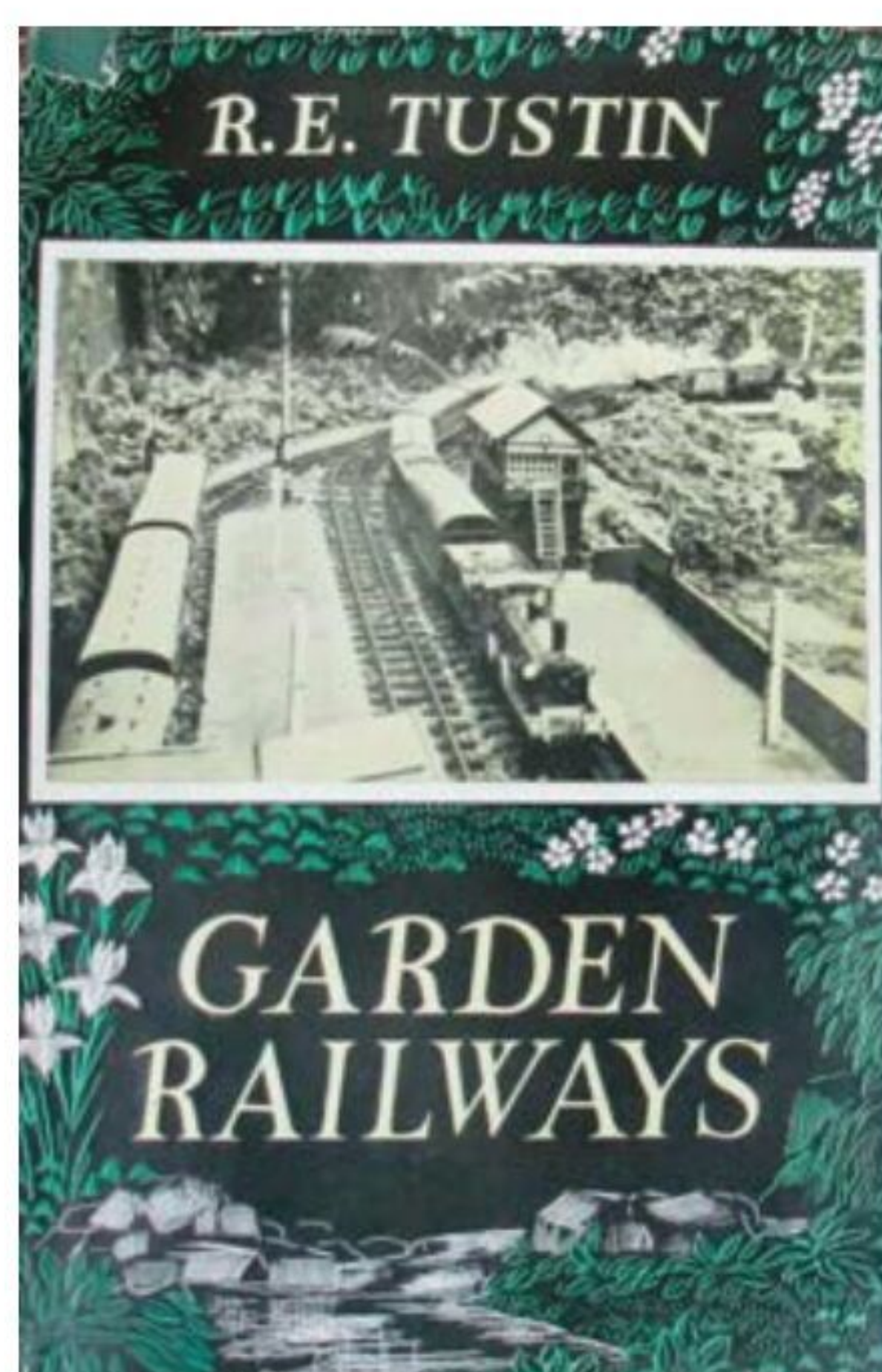
'Palmerston' from Roundhouse Engineering; built in 1863, Palmerston was one of the Ffestiniog Railway's original locomotives, in continuous use up till the mid 1930s before being considered beyond restoration. After a complete overhaul it was returned to service on the FR in 1993.



ABOVE LGB starter set contains a tank locomotive and two passenger cars. The locomotive has a powerful Bühler motor as well as a headlight, sound module, and a smoke unit. The set comes with a circle of track, a power supply and locomotive controller, and costs around £300.



ABOVE Archangel Models NG6 ex-Beira Railway Falcon 4-4-0 tender locomotive, gas fired gauge O with slip eccentric valve gear.



ABOVE LEFT TO RIGHT

'Garden Railways' by RE Tustin was one of the first books to highlight the hobby. Published by Percival Marshall in 1949, it remains the single best source of information on the nuts and bolts of garden railways; The cover of CJ Freezer's 'Garden Railway Manual' sums up the quintessential aspirations of a garden railway.

model engineering department and away from the toy collectors.

PROPULSION AND SIZE

Although garden railways can run on electricity through the rails like their indoor counterparts, many use live steam or batteries on board. Live steam can be generated using methylated spirit pellets, butane gas or actual coal.

With the introduction of small rechargeable battery packs, another popular development has been radio control to start and stop the trains.

Track for outdoor use is usually made of brass, which can remain outside in all weathers. Track can also be obtained in less expensive aluminium as well as stainless steel, which is rust resistant but

more expensive.

Having established what garden trains are, ie too big to run indoors but too small to ride behind, the next question is "what size should they be?" O gauge has been used outside, and is about as small as practicable. Unfortunately, where it gets complicated is the relationship between the width of the rails (gauge) and the size relative to the real thing (scale). If you had to sum up the screeds written about scale and gauge in one word, it would be; 'compromise'. Broadly speaking, for simplicity and practicality, outdoor model trains tend to be modelled on narrow gauge or freelance designs. This means the trains can be large, relative to the gauge of the tracks.

LGB

The mid-20th century was something of a nadir for garden trains until the arrival of LGB in 1968. Although the initials have since been adopted by another community, in this case they stand for 'Lehmann Gross Bahn' which means 'Lehmann Big Train'.

LGB took a bold step when they introduced the first 'G-scale' model train, G scale being roughly twice the size of O gauge. The first model was a small Austrian locomotive named 'Stainz.' The LGB Stainz 0-4-0 steam outline locomotive also appears in the brand's logo and is still in production today. Stainz models are robust and known for their good pulling power.

The overwhelming majority of the LGB models are produced in G Scale and are therefore 22.5 times smaller than the real life prototype. Models of narrow gauge railways in this scale have the advantage that even small details can be reproduced with the sturdiness to withstand garden railway operations.

It took some time for LGB to catch on, but they ended up transforming the market, particularly in the US, where they launched in 1984. By the 1980s LGB had become one of the most influential names in the toy industry. LGB of America was established in San Diego in 1987. LGB are credited with resurrecting a declining market and changing the model railway hobby by bringing a whole new scale.

Despite, or maybe because of their success, LGB endured a torrid period when they were subject to what they described as a hostile takeover in 2006. Lehmann's bank froze their accounts and blocked the sale of existing inventory. In 2007,

Märklin, who had previously been through similar problems, acquired Lehmann's assets, and despite subsequent wrangling over the North American subsidiary, the LGB brand survived intact.

Today a typical LGB starter set contains an old-time train consisting of a tank locomotive and two passenger cars. The locomotive has a powerful Bühler motor as well as a headlight, sound module, and a smoke unit. The set comes with a circle of track, a power supply and locomotive controller, and costs around £300.

Having virtually created G scale, LGB have been joined by many other manufacturers including Bachmann with a range of US locos and models themed on Thomas and Friends.

COTTAGE INDUSTRIES

The UK garden railway business seems to be thriving, with a healthy number of small manufacturers catering particularly for narrow gauge, both SM32 (16mm scale) and SM45 (same scale and gauge as LGB).

Archangel Models is a seminal British 16mm scale narrow gauge live steam manufacturer, now bucking the garden railway trend by becoming collectable. A fifty year British success story, Archangel Loco Works have been making live steam models since 1968, when they were established by Stewart Browne, who reasoned that if he could come up with a locomotive that would run at a sedate speed for a reasonable amount of time, and wasn't too expensive, he'd have a winner. That model, known as 'the Brick' is credited with inspiring many early 16mm garden railways.

Brandbright is another UK success. Noted for their locomotive and carriage kits, since the early 1980s Brandbright have specialised in supplying and manufacturing 16mm narrow gauge from their factory, a former village school in Blandford, Dorset.

Founded in 1982 and describing themselves as "designed, manufactured and tested in Doncaster, England with pride", Roundhouse Engineering supply live steam locomotives for use on G scale, SM32 and SM45 railway layouts. A typical live steam loco features internal gas firing, Roundhouse Internal Walschaerts valve gear, steam regulator, safety valve, pressure gauge, displacement lubricator, gas regulator, reversing gear and glazed cab spectacles.

And if that doesn't tempt you to get started on a live steam garden railway, nothing will. **CG**

Slots of fun



In the final part of his series on slot car racing, **Alwyn Brice** charts the renaissance of the hobby and considers how it has changed over the decades.

If you've been diligently following this series, then you'll be aware that slot racing was on the wane by the late 1960s. It didn't quite wither and die, though, for the 1970s saw continued interest in the hobby. But for many young bloods, fired with the excitement of controlling cars whilst still under the legal driving age, radio control was taking centre stage, and edging slot racing into the shadows. That said, in the UK at least, championships were still regularly held, although a hefty blow was dealt to the hobby when *Model Cars* magazine began veering towards the radio-controlled side of matters. In fact, *Model Cars* would cease publication in 1972, merging with another MAP publication, that of *Scale Models*. This development didn't help suppliers in the parts and accessories business.

The Electric Car Racing Association (better known as the ECRA) had held its first championship back in 1961 but by the 1980s, two decades on, it was noting that support for the hobby was dying. The stalwarts continued, though, and club racing and contests promoted much engineering ingenuity and innovation on race days.

FROM ANALOGUE TO DIGITAL

For half a century, slot car racing

had been all about analogue racing, of course, but by 2004 digital command control was making its entrance. It's a curious coincidence, but this technology, which had crossed over from the world of model railways, wasn't the first borrowing from that hobby: way, way back, early slot car engines were based on those that pushed locomotives around a track. With digital, the racer could use more than one car on a lane; and the production of crossover track sections by manufacturers of racing sets meant that now cars could overtake in a more realistic manner. Things were thus much more exciting, even if the cost of going slot racing was going up...

Looking back, it could be argued that the manufacturers had had to reinvent themselves; after all, with computer games, ever more functional mobile phones and the rise of Playstation, Xbox and the like, the competition in the children's hobby market was tough indeed.

CHANGING THE FACE OF THE HOBBY

Scalextric, one of the survivors, certainly tried to innovate once the 1970s had passed. Hitherto it was perhaps best remembered for its pit lane track extensions and maybe the Blowout, which simulated a tyre's puncture through a driver operating a flap in the track via second controller.

In the early 1980s it introduced Super Stox, with swinging stock cars designed to take each other off the track. A 360 degree guide allowed the driver to spin the car around to achieve the satisfaction of seeing his opponent's car disintegrate. By 1988 four lane tracks were being marketed (although the wealthy enthusiast could have built such with enough spare track parts prior to this); add smoking tyres (through the application of oil), and realism was beginning to invade the lounge. About this time Magnatraction put in an appearance, which rather like ground effect on modern F1 cars, all but glued the racing cars to the track.

In the 1990s, CAD software was transforming the design and build procedure, meaning that shorter lead times to get new stock into the market were now possible. And, if you had the means (over £500 in this case), a couple of years back you could have invested in a Le Mans set, which was digital and included a race app for heightened degrees of realism.

Gimmicks or gain? You decide.

SMALL SCALE OPPOSITION

Slot racing wasn't just about 1/32 and 1/24, though. Tyco was around in 1963, but had chosen HO/OO scale. Its output was largely US-based models, and its wares were probably not

seen much in the UK. After taking over Matchbox, it was subsequently bought by Mattel in 1997. Another HO/OO proponent was Aurora AFX, which petered out in 1983, after coming to market in 1971. Interchangeable bodysells and Magnatraction were key selling points: these small scale cars were quick and keeping them on the track was the priority. A huge range of cars, encompassing US, European and even Japanese manufacture, was offered. Aurora also created several race sets each year. It was eventually bought out by Tomy, which continued to use the Aurora moniker. Eventually Tomy tired of small scale slot racing: it later came under the wing of Jim Russell (see an earlier part in the series), who created Racemasters.

THE BIG NAMES

Whilst I cannot cover everything in the space allotted, mention should be made of Ninco, founded in 1993. This was around the time that slot racing began to re-emerge from the shadows. Producing both cars and track, it was this latter that became adopted by many a race club. Today's cars benefit from vacuum-formed bodies which can cleverly be swapped around if you are running on Ninco's universal chassis. Not the highest quality in terms of finish and detail, perhaps,

RIGHT

The Monte Carlo rally set was an innovative high point for Airfix, thanks to nothing more technical than cardboard Alps. Today, nostalgia exerts a huge pull and this set, if complete, is very desirable.



ABOVE

Warning: reliving one's youth can prove expensive. This Auto Union in rare green from Scalextric was on Ebay recently for £12,000. (Yes, three noughts).



ABOVE

A well-used Aurora/Tomy racer. HO/OO scale racing came into its own in the 1980s, partly because it was so compact and the cars stayed on the track.

but nonetheless the company has been very successful, with a competitively priced product.

Fly is also very well known on the slot car scene, and its cars can command quite high prices. Attention to detail is very evident, with exact replicas of cars from specific races readily available: touring and Le Mans tend to be the dominant themes, although there are F1 cars and racing trucks available. Decal work is up there with the very best. Fly also provides a spare parts back-up and you can buy diverse items, from a pair of side mirrors to a rear wing to a lighting set.

German company Carrera was manufacturing the 1960s and is still going strong today. If anything, its products probably appeal a little more to the younger enthusiast, but this is a moot point. It's certainly an example, like that of Scalextric, of a company that has changed and adapted to the tastes of the marketplace; after all, where else can you buy Mario, driving a go-kart?

THE PRESENT

Today, I feel, the slotcar scene is divided. Those serious about the hobby are still scratchbuilding, and online emporia have taken the place of the model shop in this context. For those who want something colourful and robust that is ready to race, they have a choice like never before. Others simply want to collect cars from their youth and display them: and prices for some of the early production are going up.

Then there are some for whom analogue is all and, eschewing the aids that keep modern production firmly on the track, they look to enjoy the skills and thrills of racing as it was decades ago. Finally, thanks to the incredible detail and engineering of some slot cars these days, examples are now collected simply for their quality: many outshine static diecasts, when placed alongside the latter, and they may well live in cabinets.

So... see you on the starting grid? **CG**



ABOVE

A David Piper team Ferrari gives an indication of the quality of more modern slot cars: is it too good to race?



ABOVE

This Ninco AC Cobra looks right and the driver is well detailed: don't expect much change out of £300, though.



ABOVE

You don't have to race cars, of course. Trucks are also quite popular: this FedEx cab from Fly certainly delivers the goods.

RIGHT

Look, I'm not in charge of design and commercialisation, okay? Clearly someone at Carrera saw an opportunity for turtles on racing bikes... while possibly eating pizza.



IMAGES FROM AUTHOR'S COLLECTION AND EBAY.



Daring Dan

Remembering early British space comics, with **Gerald Edwards**.

Ask most collectors to name an early British comic book spaceman and the reply will definitely be Dan Dare, or possibly Captain Condor and then silence. This is a shame because there was a very vibrant British space hero industry, running in parallel with the birth of American comics which has been somewhat overlooked by the passage of time. From 1940

onwards there were home grown spacemen and spacewomen in the days when the possibility of a British space programme was not completely out of the question. After the war Britain was still at the forefront of scientific advancement and it still had a huge industry capable of building advanced rockets. Space was seen as the next frontier. All it needed was the research money, which is where it all went wrong.

The war years of 1939 to 1945, out of necessity, had few

comics as paper and ink were in short supply. Nonetheless there were some comics published with science fiction stories amongst the war, detective and Wild West themes. These comics were short-lived, just being published sporadically and when possible. The mainstream comics like the *Wizard* and *Adventure* featured the odd sci-fi text story and a picture strip did briefly see the light of day in the *Triumph* comic but that was about it.

After the war, a few more British space comics appeared but as rationing was still

in place these were infrequent. It took until 1950 for some resemblance of a renaissance in UK comics, with the

first appearance of Dan Dare in *The Eagle*. Competing with this were a handful of UK comics that tried to be more like the standard American comic, in size rather than the British tabloid. A slow start to the decade picked up some pace once rationing was ending, around the time of the coronation of Queen Elizabeth 11 in 1953. *The Lion* comic with its cover feature of Captain Condor had started in 1952 but was now joined by the growing number of UK space heroes coming from the Len Miller group in the main as well as some others. L Miller was known for reprinting US comics which could not be imported here but also branched out into home grown comics as well. Another well known name at the time was the studio of Mick Anglo who followed the same path as the Miller comics with some US as well as UK offerings. These comics mushroomed with titles issued regularly like *Space Commander* Kerry, *Space Commando Comics*, *Pete Mangan of the Space Patrol*, *Captain Future* by artist Norman Light and the longest lived, *Space Comics* featuring Captain Valiant, *Ace of the Interplanetary Police Patrol* that got as far as having its own space club with the obligatory badge and membership outfit



LEFT
Spaceways Comic featuring Swift Morgan.

FAR LEFT
Space Comics featuring Captain Valiant.

OPPOSITE LEFT TO RIGHT

Comic Adventures (1940s) starring Crash Carew; Eagle Comic starring Dan Dare. (All the rest are 1950s); Lion Comic starring Captain Condor.

and his own space suit available in some shops. Another small publisher of these types of comic was TV Boardman, who had actually started in 1948 with US reprints but issued *Swift Morgan* and *Spaceways* comics with art by Denis McLoughlin in the early 1950s. Another company, Streamline Comics produced a line called *Masterman* from 1952 to 1953. There was even a “dispute” amongst the space heroes as Foldes Press / World Distributors had published a comic called *Super Thriller* in 1948 featuring a hero called Ace Hart, the Atom man. In 1952, *Lone Star* magazine was founded to sell its Lone Star/DCMT toys via the pages of its own in-house comic book and its Spaceman was also called Ace Hart. A quick complaint forced *Lone Star* to rename him Space Ace, the Space Squadron Commander. Someone in the design office obviously was not buying space comics from the newsagent! The *Lone Star* version of Ace Hart only lasted until issue number two of a rather long run. Legal action obviously worked very quickly in these days!

As the 1950s progressed sci-fi saw no signs of weakening as this was at the height of the early space race between the USA and Russia. A new comic designed to challenge the *Eagle* was released

a huge panic when some people thought the Martian invasion was for real, so this kind of future science story was in the public domain.

Comics were not all newspaper sized although in the mid 1950s both the *Daily Express* and the *Junior Mirror* had issued children's newspapers both containing the obligatory science fiction characters. Even the main newspapers often had daily sci-fi strips published like Jet Ace Logan, Jeff Hawke or the *Daily Mirror's* Garth. Another of the big publishers, Amalgamated Press, had introduced the digest size of comic which was much easier to hold in your hand. One of its main titles was *Super Detective Library* and what better idea than to combine detective stories with outer space and hence was born *Rick Random*, *Space Detective*. These stories were not the first space stories in this library but a series developed regularly in the 1950s with most of the art being by acclaimed space artist Ron Turner. Other mainstream, early- to mid-1950s comics like the *Sun* and *Comet* featured space stories, often on the front cover such as Dick Barton, Special Agent drafted into space duties and the *Sky Explorers*.

All good things have to come to an end and by the late 1950s

Space Comics featuring Captain Valiant, Ace of the Interplanetary Police Patrol that got as far as having its own space club with the obligatory badge and membership outfit and his own space suit available in some shops.

called *Rocket Comic* and its claim to fame was that it was all sci-fi or fantasy strips. It was endorsed by the former WW11 pilot, Douglas Bader, who was a huge name at the time. This was a mixture of both British and American comic strips. It was high quality but failed to “take off” lasting only for 32 issues in 1956. This was not the first British all sci-fi comic as in the 1930s there was another short lived, mainly text, comic called *Scoops* which lasted for 20 issues. It was tabloid sized and was just a little bit ahead of its time. This comic was styled after the US pulp magazines of that era. It must not be forgotten that a radio broadcast in America of a reading from HG Wells *War of the Worlds* started

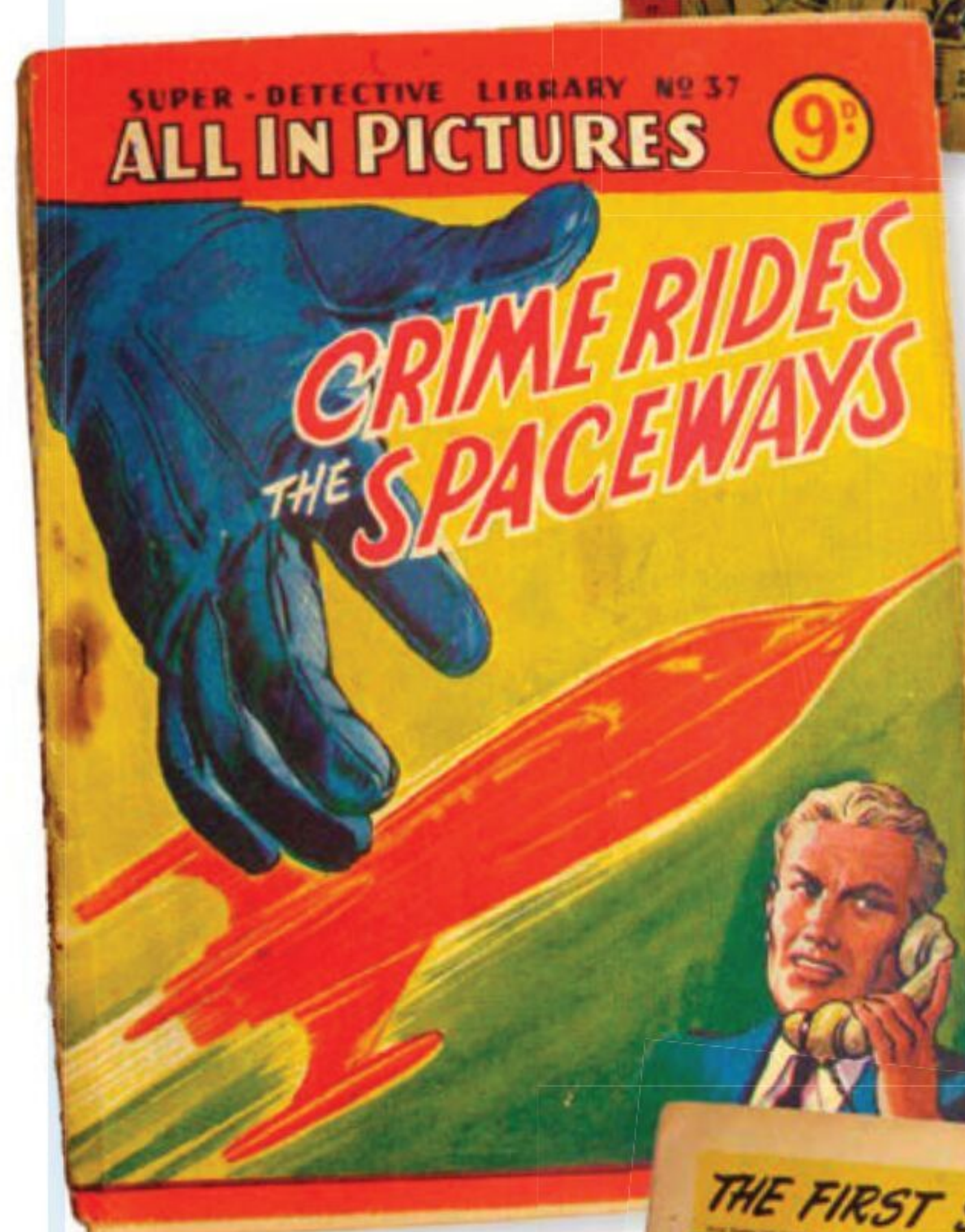
most of these smaller producers of comics had gone. *Space Ace* by Ron Turner made a small, short lived, comeback in his own comic in the early 1960s and Dan Dare was still going strong in the *Eagle*, although only for a few more years too and Captain Condor had been relegated to the inside pages of the *Lion* in favour of war pilot Paddy Payne. *Super Detective Library* had moved on too. Sci-fi, so dominant in the 1950s, had been relegated just at the time the real space race was hotting up which seems to have replaced fiction with fact. It was now over to Gerry Anderson and Dr Who to keep UK sci-fi going and the comic book adaptations were not long in coming. **CG**



LEFT
Space Commando.



RIGHT
Comet Comic starring
Dick Barton.



LEFT
Super Detective Library
featuring the first
Rick Random, Space
Detective.

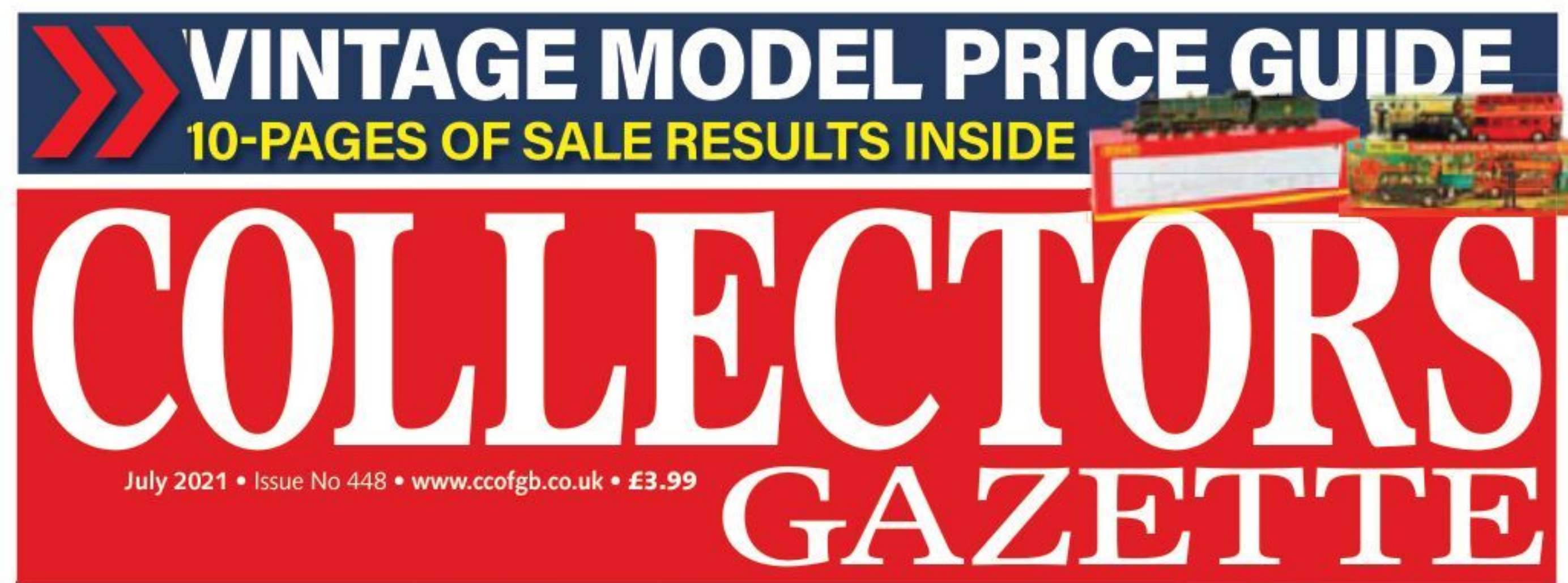


RIGHT
Rocket Comic featuring
Captain Falcon.

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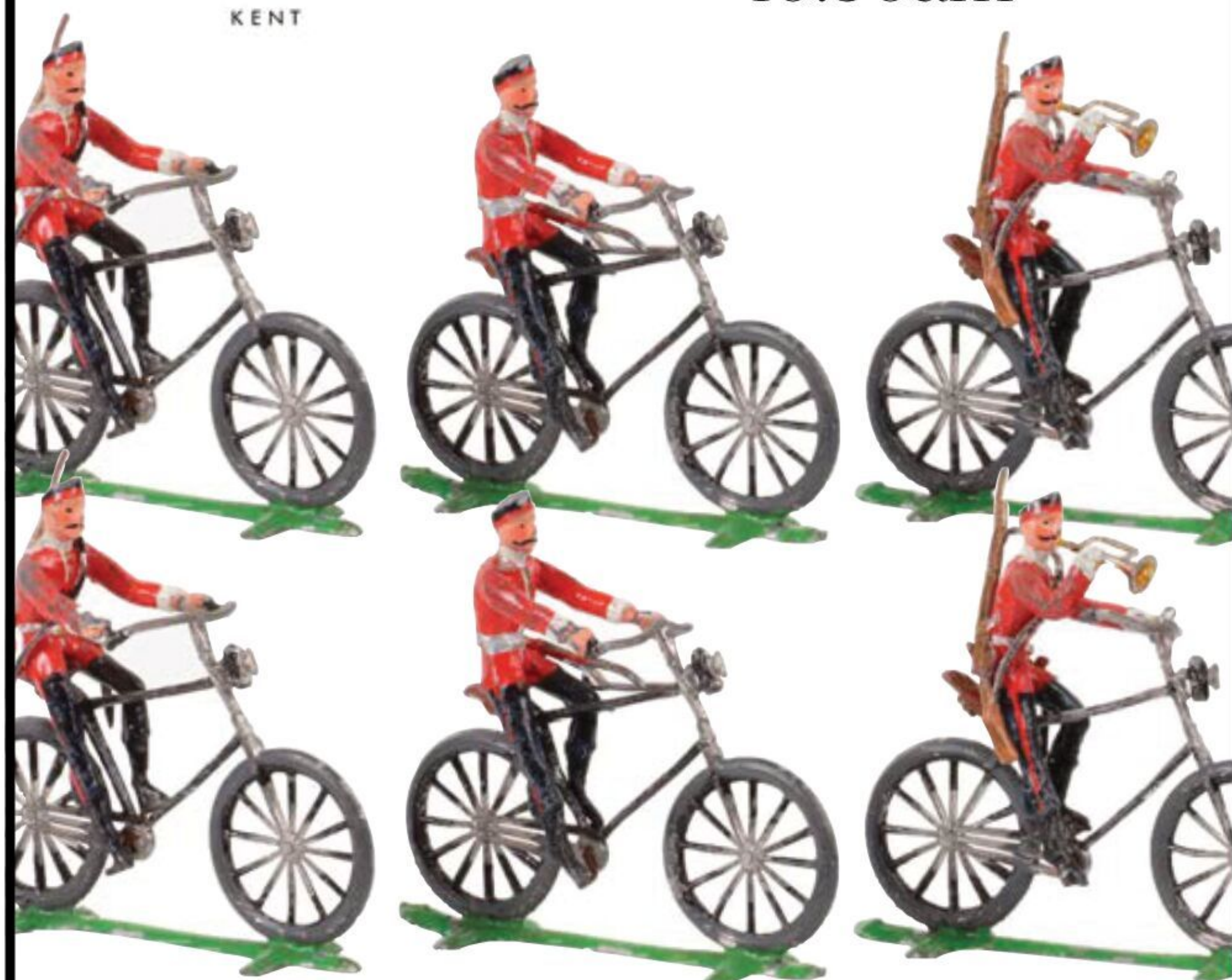
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Action Man: The class of 77-78

James Orwell remembers the 'Team' that worked with Action Man for a short time in the late 1970s.

By 1977 Action Man was well established as the most successful boys' toy of the 1970s. First launched in 1966 and based on the American 'boys doll', G.I. Joe, Palitoy's own Action Man was yet to face the full on threat of the *Star Wars* 3.75 inch action figures, and he continued to dominate the boys' toy market.

Not resting on their laurels, Palitoy decided to introduce a new angle to the Action Man range in 1977. Three new Action Man branded figures, that weren't Action Man himself, but colleagues of his you might say, each with an intriguing name, and given the sub heading of being 'A Member of the Action Man Team'.

So, let's start with my personal favourite from the 'Team' - Tom Stone! I absolutely loved this figure when I was a kid. I don't entirely know why, I think it was just because Action Man now had a tough looking side kick to fight alongside him in the army and on his various missions. Tom Stone was the first and only black figure in the original line. No longer politically correct, he was advertised in the Palitoy Action Man brochures as being "Tom Stone - The coloured commando". A version of the Tom Stone figure had previously been available in the American GI Joe line, released without the blue trunks and with the hard and fixed position hands. By time he was released by Palitoy, which also coincided with European versions of Tom, he had adopted the blue

plastic trunks and his hands had become supple and gripping. The figure came with a simple two-part camouflage outfit. The shirt is fastened with one single popper. He wore a green cloth and elastic beret with a Parachute Regiment badge, standard black Action Man ankle boots, and carried a Heckler & Koch machine gun, often used in that era by the real life SAS.

Tom Stone is not hard to find these days but, like most Action Men of the late 1970s and 80s era, his inner elastic is prone to deterioration and he is often found not only with a detached head, but also detached arms at the shoulders and elbows. This is because he was strung differently to the standard Action Man. There are online tutorials that can teach you how to re-string Tom, I've used them successfully myself, but it's more complicated than just putting Action Man's head back on and involves the same bit of elastic cord looping through both his arms to the elbows and back up through his neck. You also have to prize his torso apart and both biceps, then glue them back together after the re-stringing. But with care and attention it is worth the effort to do so. The plastic of Tom's hands is also a problem, with most examples having gripping hands that have hardened and shrunk a little.

Tom Stone gained further credence in the Action Man canon by making an appearance in one of the Action Man young adult novels from 1977 by Mike Brogan, *The Tough Way Out!* Tom is a central

character and speaks with a thick West Indian accent.

The next member of the Team we'll look at is Bullet Man. This is where Action Man steps into the Action hero / sci fi world! Bullet Man pre-dates the Christopher Reeves *Superman* movie by about a year but there are similarities to Superman and other comic book heroes.

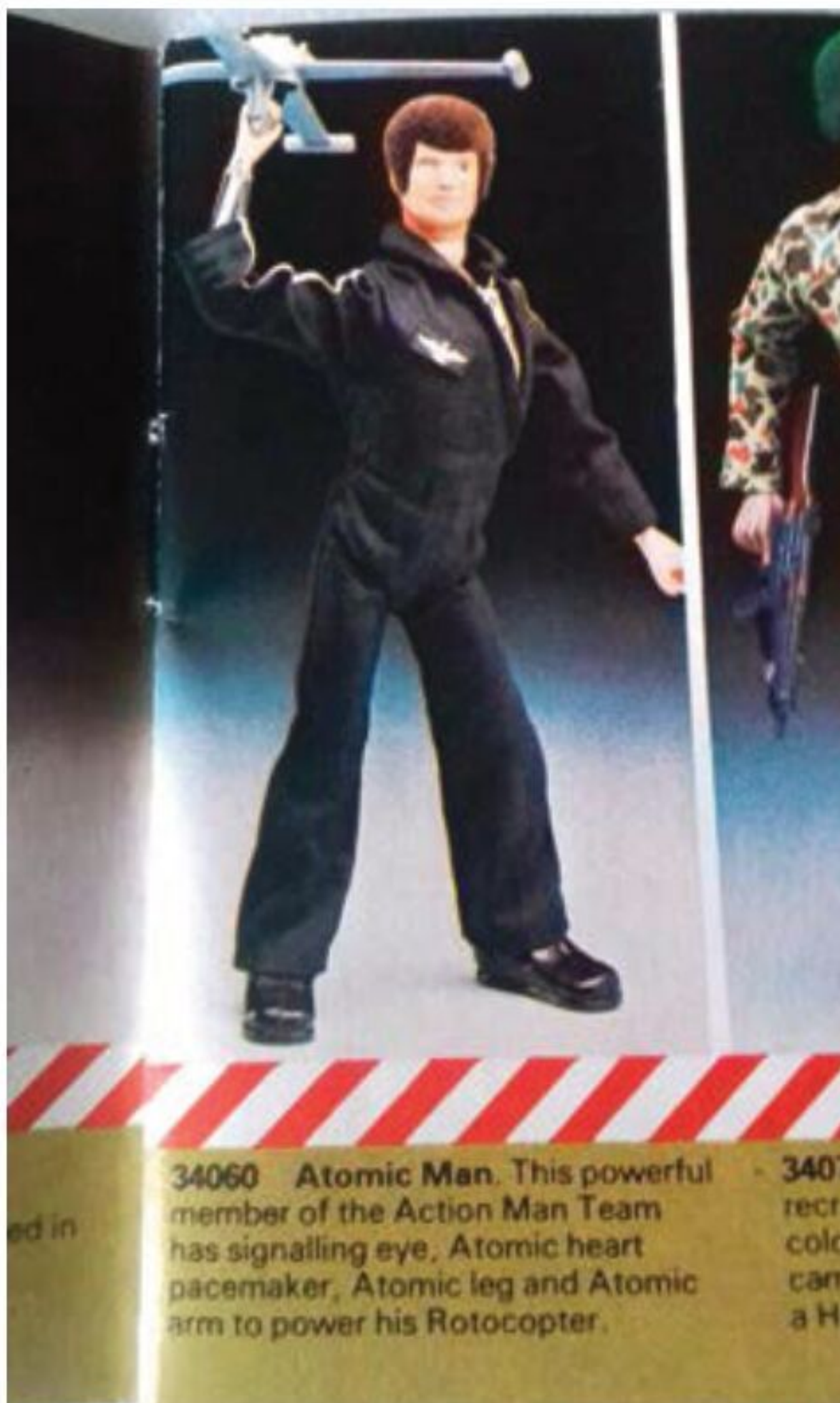
Bullet Man's body was strung in the same complicated style as Tom Stone. His arms were a silver chrome and, whilst actually plastic, for purposes of the character story were made of steel! He also wore a 'steel' bullet shaped helmet. His bullet head and steel arms, according to the Action Man leaflets, gave him "protection

and penetrating power"! How the rest of his body fared as he was smashing through walls and such like is not clear? Bullet Man wore red plastic knee length boots and a tight-fitting red bodysuit with black belt and a bullet logo on the chest. The back of the suit has two metal clasps through which you could thread some thin string and then send him down this 'zip wire' head first to simulate him flying, Superman style. His head and face were quite different to Action Man and had a more cartoon-ish look with big painted eyes, bigger eyebrows and dark moulded side parted hair.

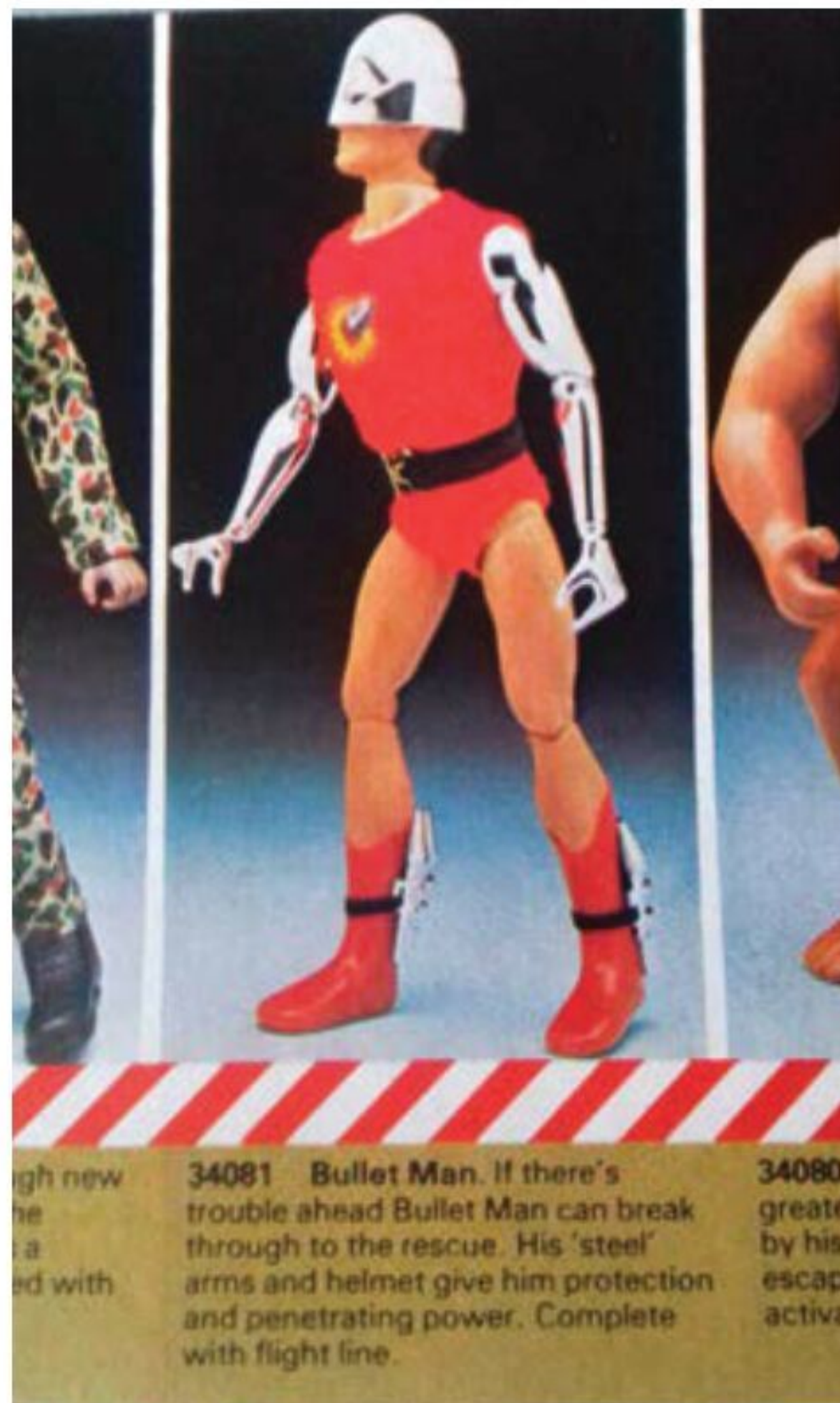
Bullet Man made an appearance in the 1978 colour illustrated mini book *Dangerous Days* where he



ABOVE
Atomic Man (Credit: Vectis).



ABOVE LEFT
Atomic Man
leaflet.



ABOVE RIGHT
Bullet Man
leaflet.

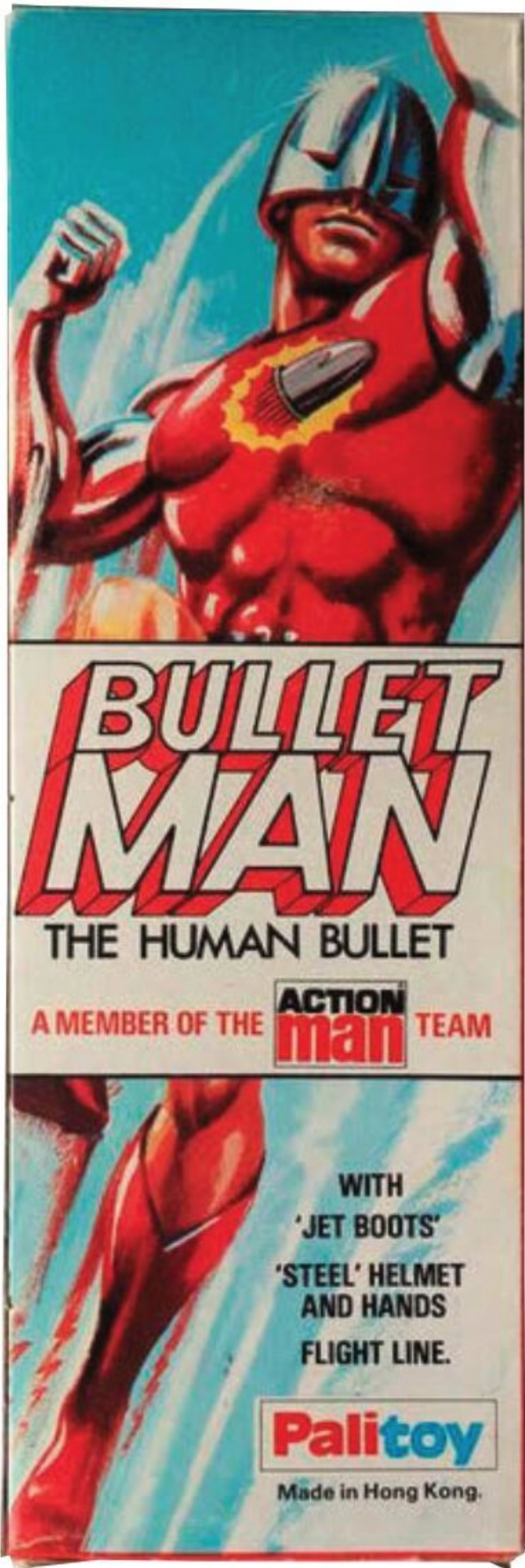


LEFT
Avert your eyes if
you are of a sensitive
nature - Atomic Man,
naked.



RIGHT
Desert Fighter
(Credit: Vectis).

RIGHT
Bullet Man
figure and his
associated
box.



fought alongside Action Man. This was one of a six book series published by Aiden Ellis, but this was Bullet Man's only appearance in the series.

Bullet Man is quite rare on the collector's market today and a good condition example, almost certainly restrung, would set you back £150-200. Twice the price (or more) if boxed.

Next up, Atomic Man, a character which owed more than a little to ITV's *Six Million Dollar Man*, Steve Austin, played by Lee Majors in the popular TV series. Like Steve, Atomic Man had various body enhancements! He had one clear plastic leg through which you could see his mechanized bionic bones. He also had one clear mechanised arm that had a revolving thumb switch on the forearm that you pushed to make his arm rotate whilst he held his Rotocopter, his hand held mode of transport. Atomic Man's head was also different to Action Man's. He had one painted left eye but his right eye was also 'enhanced'. You shone a light though a tiny window gap on the top of his head and this shone the beam of light out through his eye, to further emphasise the part man part machine back story. He had quite a substantial head of flocked brown hair and a scar on his left cheek (Action Man's scar was always on his right). He wore a black jumpsuit with diagonal zip, black standard boots and came with the aforementioned Rotocopter. Unzip his overall and

you could see that he also had an Atomic heart pacemaker fitted.

Atomic Man is fairly easy to find on the secondary market, although his Rotocopter is often missing.

The fourth and final member of the Action Man Team to be released didn't come along until a year later in 1978, and this was Desert Fighter. This is an unusual one as, unlike the other members of the Team, he was just a basic Action Man in the most minimal of uniforms. Shorts, boots, brimmed ANZAC's style hat and carrying a Thomson sub machine gun. Surely a bare torso is not recommended in the desert? Anyway, he did come with a fairly cool box that had unique artwork and identified him as being a member of the Team. There is a variant of the figure that comes with a Sterling SMG rather than the Tommy gun and this is altered on the box with a sticker to show the change of weapon.

Whether more members of the Team were scheduled for release in 1978, before the concept was dropped, is not clear. The Tom Stone figure was given a new box design by Pailtoy in 1978 too, although the figure and accessories were unchanged, suggesting the Team maybe had a longer-term future planned with more members to follow?

But this mismatched Team of 4 figures (2 soldiers and 2 superheroes) did at least bring an interesting spin off story to the Action Man series in the late 1970s. **CG**

A game of chance

For decades the lure of seaside arcades and fairground amusements have captured the hearts of many children and for some, the love of coin-operated gaming machines has continued into adulthood.

Consisting of three reels bearing a variety of symbols, the first slot machine appeared in the late 1890s and was called the 'Liberty Bell'. It was invented in San Francisco by car mechanic, Charles Fey who decorated the reels with hearts, diamonds and spades motifs plus the winning images of a Liberty bell. Enjoying the main principles of the slot machine – it was easy to play, required little skill or knowledge and, if you were lucky, you received your jackpot payout on the spot – it soon became America's most popular game.

Fey went on to invent other machines including the Klondike

and Draw Power which he rented to bars and saloons for a 50% share of the profits but the original Liberty Bell can still be played today in the Liberty Belle Saloon in Reno, Nevada. In Britain, this type of game later became known as a 'Fruit Machine' due to the symbols chosen for the reels or the 'One Arm Bandit' after the single lever used to spin the reels.

Britain had previously pioneered the development of coin operated machines when Simeon Denham applied for a patent to be registered for his stamp dispenser in 1857 – the principles of which were used to create the games which followed. Since then, many changes have taken place with America

leading the way after surviving a period of gambling prohibition. The games emerged as a major part of casino life, transforming with each decade from complex mechanical devices into the latest electronic conceptions.

ALLWIN ADDICTION

One particular game that became popular in Britain and Europe was the Allwin. Usually wall mounted and encased in a wooden surround, these machines were similar in procedure to an upright bagatelle in that a ball bearing was fired up and around a spiral circuit in the hope that it would land in one of a number of winning cups or cavities.

The general format for each game was the same but the

themes, decorations and artwork could be varied to make each one individual in appearance. If you were lucky enough to win, a quick turn of the knob at the bottom of the machine and you would be paid out in coins, tokens or sweets. Although simple in appearance, the games required skill in applying just the right amount of pressure to propel the ball to its winning destination.

One of the major creators from the 1930s up until World War Two was the British Manufacturing Company (BMCo). Construction of these Allwins was on a much smaller scale to America's mass production of gaming machines, consequently some versions can be hard to find and can command a high price depending on their condition.



ABOVE LEFT TO RIGHT

A Beromat One Arm Bandit; A 1950s Bryans Allwin Eleven slot machine - expect to pay between £400 to £600; A Bradley Crusader Multi Column machine; A Bryans Double Decker Penny Pusher. Approx £800 to £1300 depending on condition.



LEFT
A Decibell Fruit Machine.



FAR LEFT
An All Sport themed game.

RIGHT
A Rol A Top Fruit Machine.



LEFT
The Allwin De Luxe.



BELOW
A Rotopool.



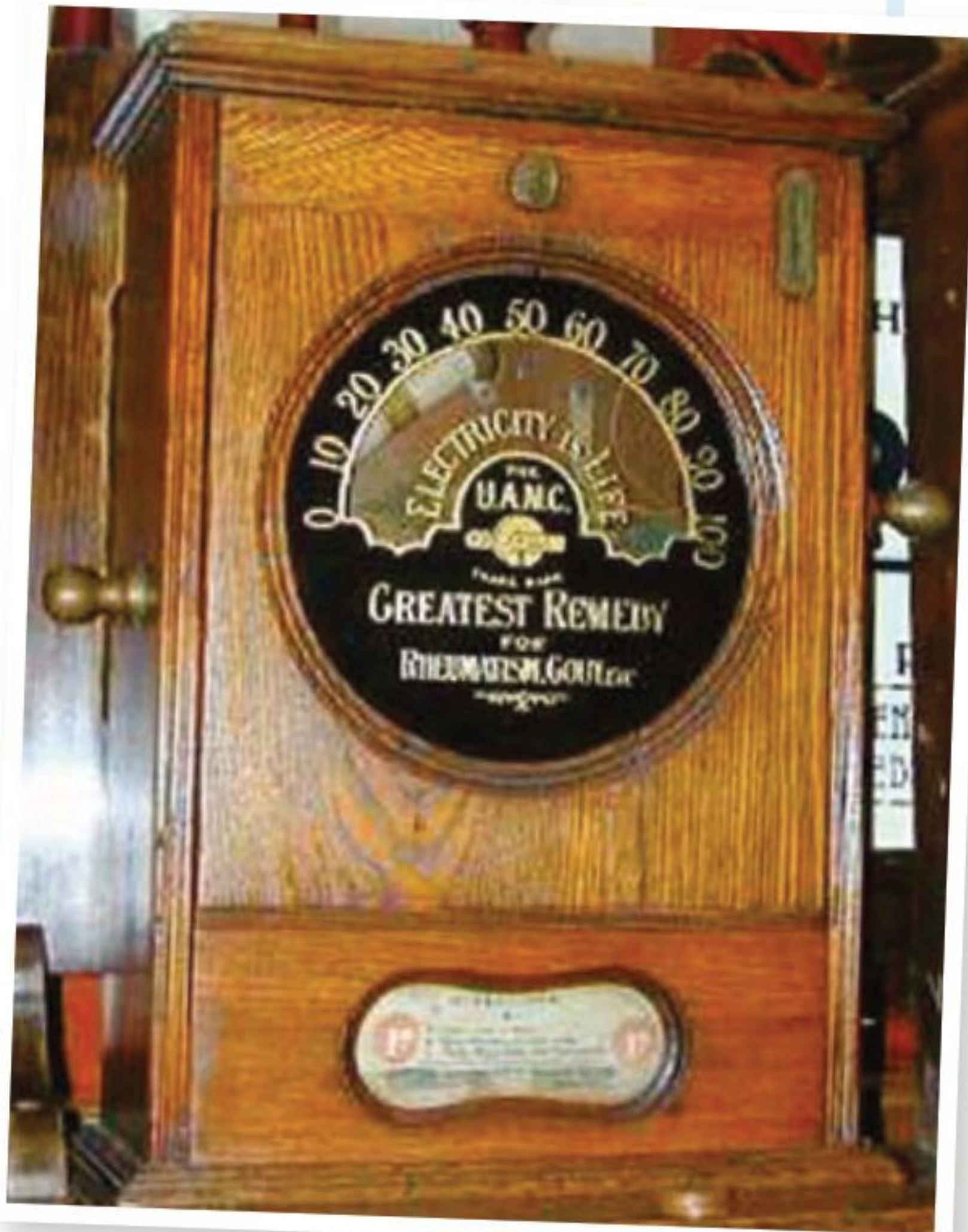
ABOVE
An "Electricity is Life" electric shock machine. Image: Simon Stern.



ABOVE
The Samson Fortune Teller.



ABOVE
British Manufacturing Company 24 cup Allwin.



RIGHT
Electric Shock Machine. Image: Simon Stern.

With a fascinating framework of pulleys and levers behind the uncomplicated façade, the Multi Column Allwin had a more sophisticated mechanism to operate anything up to 40 balls at a time. The metal spiral still provided a circuit but this time the aim was to propel the balls into a series of columns located in the centre of the board, which once filled would pay out various denominations depending upon the amount of balls in the column. For each coin inserted the player received one ball so the game was addictive as he tried to fill up a column and win the prize – a real money making machine!

Reproductions of the Allwins are common and can retail for approximately £250. They have sturdy polished wooden cabinets and strong metal components but sadly, they are not the genuine article. Although it's appealing that people want to recreate the fun of a bygone age, there is nothing like the real thing with their casings glowing with the well used patina of play and the slightly tarnished metal fittings adding to their authenticity. There is definitely a place for reproductions but for the genuine collector you can't beat an original. A 1950s Allwin's Deluxe was listed recently on Ebay for over £500 – in full working order it was a nice example of its type but shop around – you may be able to pick up a nice model for a fraction of the price, which, with a little restoration, you could be on to a winner!

AN EXPERT OPINION

Melvyn Wright runs the website www.melright.com providing a minefield of information for the collector, the site gives details and photographs of British machines with a link to Melvyn's companion site on William Edward Bryan, the 'mechanical genius' who opened up a slot machine factory in Derbyshire in 1920. 'I've always been interested in these amusement machines from playing them as a kid at the seaside in the 1960s. I started collecting them in the 1990s as that's when the collecting market made them more readily available.'

Preferring to track down early examples, Melvyn explained: 'Expect to pay anything from £50 to a few thousand. The most I paid was £3,500 for a pre-war slot machine but make sure you've got your wife's permission before you fill up the house with useless junk first!'

Simon Stern, a former arcade machine collector and dealer once told us: 'I first became interested in these machines whilst living on the coast. I've been collecting for about 25 years and although I like all sorts of 'coin ops', I prefer those from the period between the Victorian era and the 1950s. My main tip for any potential collector is to buy the best that you can afford as you'll always get the chance of a good return if you resell it. If you buy rubbish, don't expect anything but rubbish in return.' **CG**

ACKNOWLEDGEMENTS

Pictures courtesy of Melvyn Wright.



10 minute TOY EXPERT!

Matchbox

Ok, I'll admit it... my hairstyle has never been one of my finest attributes. Visits to the barber are few and far between, and usually as a measure of desperation rather than any form of vanity. This dislike of the barber's chair dates back to my childhood during the 1950s when I was unceremoniously marched off into town by my mother for a short back and sides once a month. In order to make the ordeal a little less distressing for me I was promised a Matchbox toy chosen from the tempting display in the toy shop window a few doors down the road from the demon barber but only if I behaved myself. Choosing the toy was never that easy, however, as new arrivals were released alongside all the old favourites on display. From memory I think they cost 1/6d, one shilling and sixpence in pre-decimal currency – that's around 7.5p in today's money... who would have thought that these cheap toys would ever be worth the money they fetch today mint and boxed? The first thing to go was the box, often before we even arrived home, and the toy was soon in action alongside my growing Matchbox collection stored inside a large Jacobs Biscuits tin left over from a mid-1950s Christmas.

But who came up with the ingenious Matchbox toys? The answer was a man called Jack

Odell, a toolmaker by trade, who had set up a business in premises shared with Lesney, the firm who manufactured Matchbox Toys. Odell's eldest daughter and her friends were only allowed to take small objects into school and often put things into matchboxes – sometimes beetles or other small unfortunate creatures! This gave Odell the idea of putting a small toy into a matchbox for her. He made a brass prototype of a miniature diesel road roller with a roof canopy similar to the one Dinky Toys was making. When his daughter took it to school in her friends were highly impressed and they all wanted one, but Odell had already spent a hefty £5 making the toy and couldn't make all the kids a brass road roller. He did, however create a mould at a further cost of £100 and was able to die cast the little road roller small enough to fit into matchboxes for his daughter's school friends.

As a result of this good deed Matchbox Toys were born and

Odell teamed up with Lesney to produce them. The diesel road roller became Matchbox No.1a and was released inside a box designed from a Norvic Match Company box made in Susice, Czechoslovakia.

This was to prove a massive change of fortunes for Jack Odell and Lesney Toys which had been in business since 1947, as British industry began to pick itself up from the ravages of the Second World War and was just beginning to find its feet in the tough world of industry.

While many ex-servicemen returned to jobs held open for them, others looked for new challenges using their skills and testing their initiatives. One such man was Leslie Smith, a lieutenant de-mobbed from the Royal Navy having seen action in North Africa and the D-day landings. Prior to the war he had been involved in shipping and exports, travelling widely throughout Europe.

During a chance meeting with

old school friend Rodney Smith, also de-mobbed from the Navy, the two pals discussed going into business together. At this time Rodney Smith had returned to his old job producing diecastings and was employed by DCMT in the London suburb of Palmers Green. Pooling their war gratuities the Smiths purchased a die-casting machine from DCMT and set up in business together in the autumn of 1947 using the former saloon bar of a derelict pub called The Rifleman in North London rented for £2.00 per week.

Initially Lesney made industrial castings or small component parts for the motor industry although it also began making large-scale diecast toys in the late 1940s, including a Royal State Coach to celebrate the Festival of Britain in 1951. However, a ban on the use of zinc as a result of the Korean War threatened the business, leading to Rodney Smith to sell his stake and walk away from Lesney to pursue other interests.



RIGHT

Selling more than a million units, the small Coronation Coach provided Lesney with the funding for the launch of the Matchbox range.



ABOVE

One of the most popular of all Yesteryears was this Fowler Showman's Engine, which tested the engineering skills of Jack Odell to its limits... what a super model this was.



ABOVE

This was the matchbox that Lesney copied for its famous box design. The similarities are obvious right down to the clouds, border and line illustration.

By this time the company had left the Rifleman and opened a new factories in Dalston and Hackney Wick.

A big breakthrough came in 1953, following the lifting of the zinc ban, when Lesney produced a miniature Coronation Coach as a commemorative souvenir of the Coronation of Queen Elizabeth II. These little coaches sold more than one million units giving Lesney the capital for future development projects.

The tiny road roller arrived in shops in November 1953 and was quickly joined by three other construction vehicles. Although Christmas sales were initially

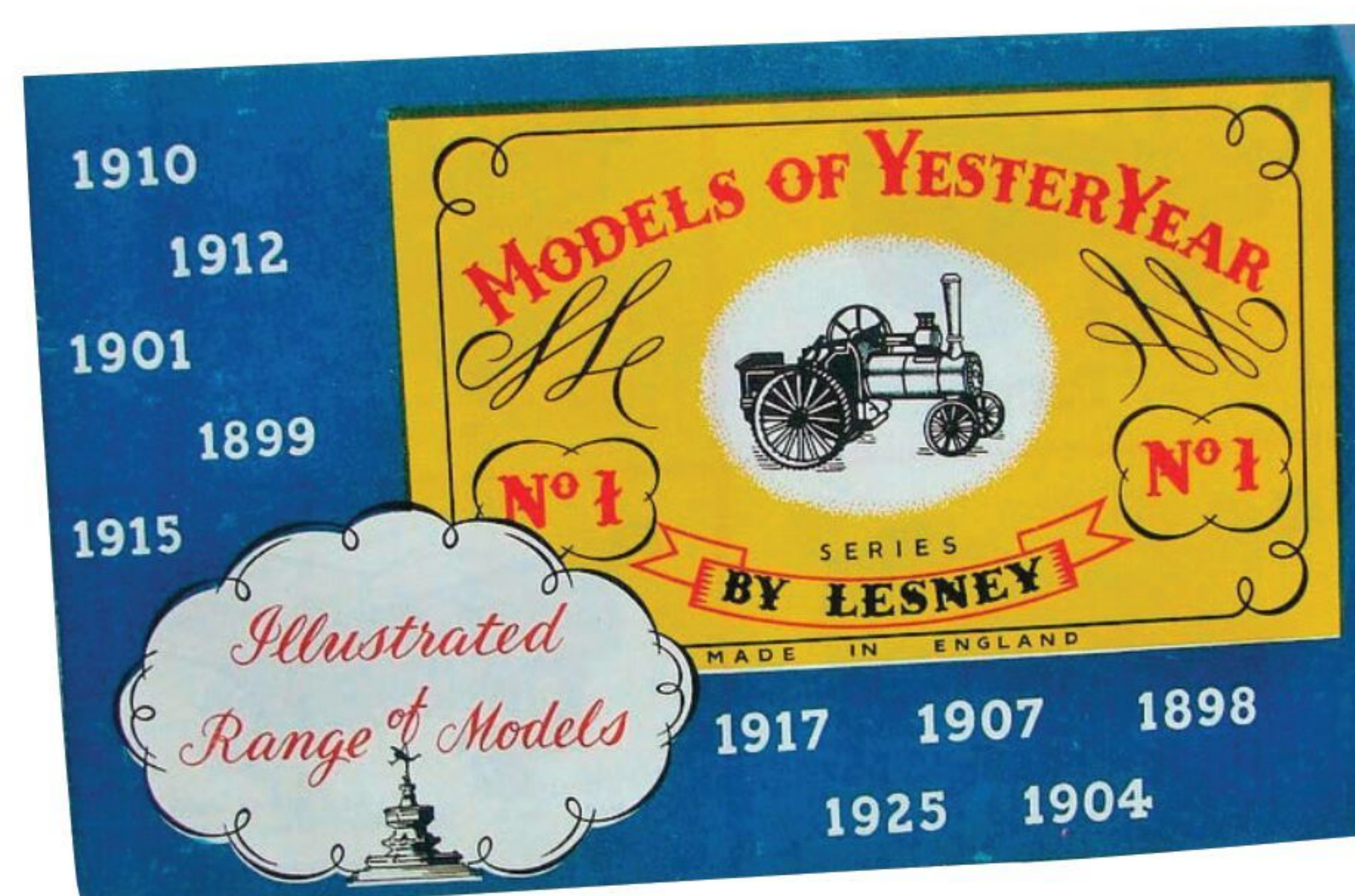
disappointing the early months of 1954 saw Matchbox models quickly gain in popularity and Lesney's manufacturing capacity was stretched to its limits. When the toys were exhibited at the British Industry fair held at Olympia orders were taken from countries overseas so to meet demand a new factory was opened at Stoke Newington alongside a disused church which was utilised as a warehouse.

It was at Hackney Wick where the legendary Matchbox Models of Yesteryear were developed and produced from 1956. Again Jack Odell was the brainchild of the project showing off his



ABOVE

The Massey Harris tractor was one of the first four Matchbox models released in 1953. It has a tow hook although no farm implements were released to attach to it. It proved to be a great favourite with a few casting changes being made during its production run.



ABOVE

Launched in 1956 at the Hackney Wick factory Matchbox Models of Yesteryear were the brainchild of Jack Odell. This rare catalogue showed the first nine models in the range.

incredible engineering talent in producing highly detailed models of his favourite steam powered and horse-drawn vehicles.

Times became hard for Lesney during the late 1970s as the recession bit harder and it fought hard to halt declining profits. Jack Odell returned briefly in 1980 to attempt an emergency rescue but sadly the receivers were appointed in 1982. In September of 1982 Lesney was sold to Hong-Kong

based Universal International with production moving largely to the Far East where labour costs were cheap.

A great British toy company was lost but will never be forgotten. My memories of Matchbox Toys will never fade as I am still as passionate about them now as I was as a five-year-old. They are still great little things to collect boxed or unboxed and still fascinate kids of all ages as they did back in the 1950s. **CG**

MORE INFORMATION

In 1960 Lesney went public with the issue of 400,000 five shilling shares and such was the public's faith in the company that the share offer could have been far greater. Lesney received The Queen's Award to Industry in 1966 and Leslie Smith and Jack Odell were both awarded the OBE in 1968. The company had come a long way since those early years at The Rifleman! By the end of the 1960s Lesney had fourteen factories employing more than 6,000 workers with Her Majesty Queen Elizabeth herself visiting the Hackney Wick site to present yet another Queen's Award to Industry.

Famous Faces:

THE SAINT

Remembering collectables that found fame through the silver screen.

Possibly the most famous number plate in the world is ST1 – standing, of course, for Simon Templar. Indeed it was these initials that earned him the nickname of ‘The Saint’, since that is the abbreviation for saint. He could have been called The Street, but that title had already gone to Coronation Street!

Leslie Charteris had described his character in great detail in the novels, dating from 1928, and his description fitted Roger Moore to a tee. The only difference in description was that Charteris had described Templar as blonde haired while Moore was brunette. However, Roger Moore had been playing the role of Ivanhoe in the early 1960s, who was blonde, and this may have secured Moore the role.

Moore brought charm, humour and action to the role, which were all necessary to ensure that viewers tuned in to the show each week. The first two series were produced in black and white by ITC (Lord Grade’s company) and 71 episodes were filmed and broadcast between 1962 and 1965. The show was extremely popular in the first four years but when it was reviewed in 1965 it was decided by ITC that colour filming was necessary. ITC would handle the distribution but were reluctant to continue to foot the production costs. Roger Moore stepped in and formed his own production company Bamore Productions which took over.

Moore continued in the role for another 47 episodes but decided in 1969 that enough was enough. As well as the normal hour-long shows he also recorded two television films of The Saint. The first was The Fiction Makers

and the second was Vendetta for the Saint both produced by ITC. Moore thoroughly enjoyed the role and was making a good deal of money but, despite his shallow reputation, he was always shrewd enough to know when to move on. He terminated the role in 1969 and made a film called Crossplot thus firmly establishing himself on the big screen as well as television. He later appeared with Tony Curtis in The Persuaders and moved on to The Man Who Haunted Himself before taking over from Sean Connery as James Bond in the 1973 Live and Let Die film.

From the start, Simon Templar had to be mobile. The Saint books described his car as a Hirondel but this was a purely fictitious car created by Charteris. The producers decided that there were only two suitable cars on the market, which would fit the bill. One was a Jaguar XK-E and the other was a Volvo P1800. Jaguar refused to supply their car (a decision they rapidly regretted and were only too happy to supply a Jaguar XJ-S for the filming of Return of the Saint). However, Volvo happily handed over not one but two gleaming white P1800 sports saloons. One was used for filming the series and one was for the personal use of Roger Moore. The car had a proper registration but was always filmed with the number plate ST1. There was more than one occasion when the producers were booked and fined for having a car on the road with false number plates, however, the cost of the fines was simply viewed as a filming expense.

The Volvo Car Corporation supplied the The Saint television producers a total of five P1800 models for use on their show.



ABOVE

Corgi Gift Set 48 with Saints Car display picture; Corgi Gift Set 48 with Saints Car £600 - £700.

Volvo happily supplied the first one in 1962, which was a Jensen-built Volvo P1800, registered as 71 DXC, within a week of it being requested. In 1964, Volvo moved production of the P1800 line from England to Sweden, and Volvo sent one of the new 1800S models, registration 77 GYL, to the set of The Saint. The first car was then

chopped up for better interior shot access. Three years later, in 1967, Volvo supplied yet another car. This car, however, didn’t get much use as it was wrecked in a crash fairly soon after its arrival. The production company did manage to salvage some of the parts, and used them to update the 1964 car with the new straight bumpers,

**ABOVE**

Corgi 258 Saint Volvo with a red logo, £250 - £300.

chrome and more modern trim rings for the wheels.

A short time after the crash, Volvo supplied two more cars. One, registered as NUV 647E, was used for Roger Moore's personal use and the other, NUV 648E, was used for filming. The NUV 687E production car went to USA and was professionally restored and is now owned by Bill Krazstek. The Cars of the Stars Museum in Keswick, England has the official 'Saint' car on display. Their car is the fully restored 1964, registration 77 GYL, with a giant Saint logo on the hood.

THE SAINT CARS BY CORGI

Corgi bought the rights to produce a model of the Saint Volvo in 1964 and it was released in March 1965. It continued in production until it was withdrawn in 1970, and sold well over a million models.

The main production model is a white Volvo with a black matchstick Saint logo on the bonnet. It came with silver trim on the bumpers and raised body lines, though this is often rubbed. It had jewelled headlights, sprung suspension, spun wheels and a transfer print on the bonnet. A mint boxed version sells for around £180.

There are two rarer versions of this model, with the differences lying in the bonnet label. Around 1968, Corgi started to produce the car with a blue paper label, with the Saint logo outlined in white. This version sells for slightly more than the normal transfer car, at around £200. In 1969, there was an even rarer version with a red paper label and white logo. This version can sell for between £250 and £300. This was

a transition model between Corgi producing the car with the normal spun wheels and introducing a whizzwheels version in 1970.

In 1969, Corgi included the 201 Whizzwheels version of the Saint Volvo in a Gift Set No 48, comprising a Carrimore Car Transporter, with MG sports car, Rally Sunbeam Imp, Wickerwork Mini Cooper, Morris Minor and Monte Carlo Mini Cooper. The cardboard display box shows the Saint's Volvo on the transporter, but with normal spun wheels. This very rare and highly desirable gift set sells for between £600 and £700 in mint condition.

At around the same time that Corgi introduced the Whizzwheels version, they brought out a small version of the Saint's Volvo as part of their Corgi Rockets range. These smaller cars had a metal key which could release the undercarriage comprising the wheels and plastic connecting bar. The metal key bore the name and number of the model, but they were all interchangeable. The catalogue number of the Corgi Rockets version is D 905. It is very easy to find loose examples of this model, but a mint and carded example will cost around £150. The Volvo also came as part of a Rockets Stunt action box set comprising a red plastic track, a yellow car holder and a loop-the-loop accessory.

Between 1970 and 1972, Corgi released the Saint's Volvo with Whizzwheels and the red bonnet label, catalogued as number 201. It was in a standard Whizzwheels window box. It was not very popular at the time, but now commands a premium price of around £200 - £250. **CG**

**ABOVE**

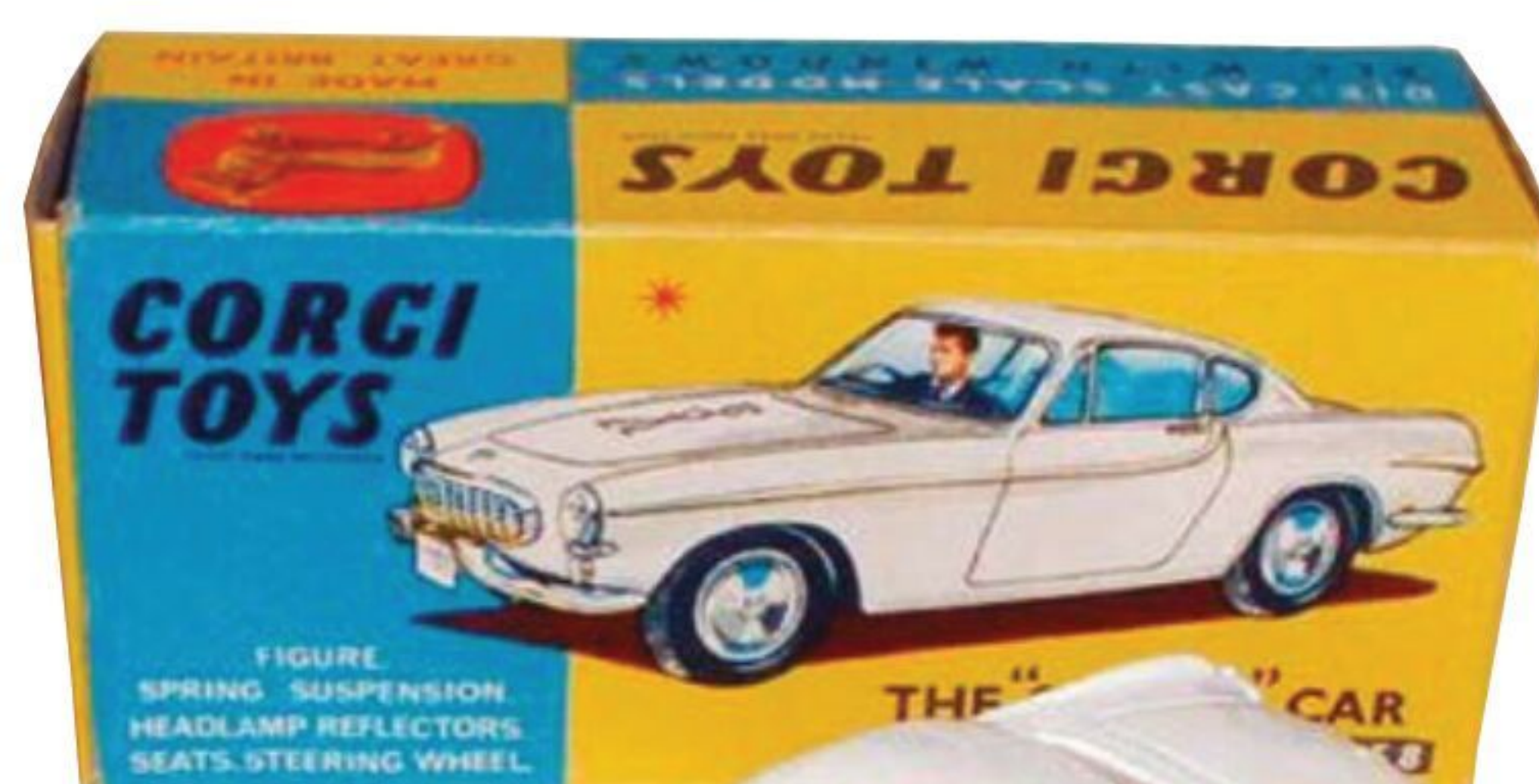
Roger Moore with the Saint Volvo.

RIGHT

Saint 1967 Volvo P1800, taken during filming.

BELOW

Corgi Rockets Saint Volvo P1800 with key.

**ABOVE**

Corgi 258 Saint Volvo blue logo, £200.

RIGHT

Corgi Rockets D905 Saint Volvo P1800 MOC, £150.



eBay

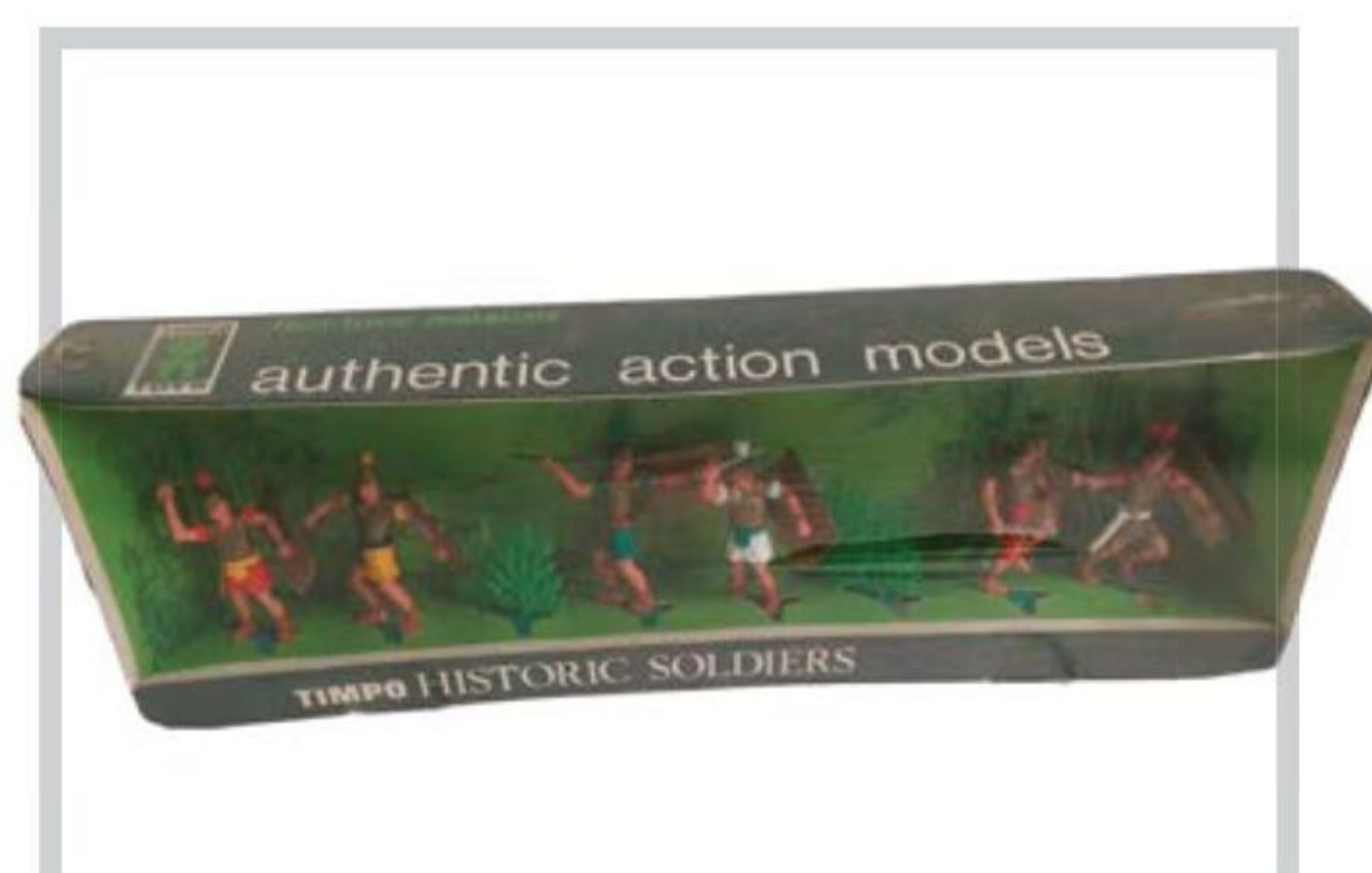
From collectables of the future to old favourites, eBay always manages to produce some amazing finds... and even more amazing prices!



▲ A vintage Star Wars Vinyl Cape Jawa, with a UKG grading of 85%. He was in a used condition but was housed in a clear casing to avoid any damage. **Sold for £3364 (50 bids).**



▲ This Scalextric C68 Aston Martin DB4 was in excellent condition, full working order and had no breaks. Some of the chrome had come off from the filler caps and windscreen wipers, and the number stickers were replacements. **Sold for £510 (14 bids).**



▲ Who doesn't love a Roman soldier? This box of Timpo Romans was in mint condition, with only one small split to the outer cellophane. What a great addition to any collection. **Sold for £328 (10 bids).**



▲ Dating from 1990, this Lego Hay Cart with Smugglers (set number 1680), was complete with its original box and instructions. All the bricks were the correct age and in excellent condition. **Sold for £1130 (26 bids).**



▲ A rare metallic green Matchbox Superfast 'Racing Mini' in excellent condition. The stickers on both doors were slightly discoloured but undamaged with no peeling, scratches or tears. **Sold for £919 (43 bids).**



▲ This rare original plastic model kit of James Hunt's Eddi Grip Entex F1 Marlboro McLaren M23-Ford appeared complete. The original instructions were included, along with its box. **Sold for £555 (42 bids).**



▲ An early wooden jigsaw puzzle by Chad Valley. "Dragon's Land" was designed by Elspeth Eagle-Clarke and measured 15" x 17". All pieces were present and the box was in a fair condition for its age. **Sold for £206 (13 bids).**



▲ A Spot-on Tri-ang Austin A60 Cambridge 184 with skis and poles. A nice model in very good condition complete and with only minor paint blemishes. **Sold for £1766 (20 bids).**



▲ A vintage LEGO Airport Monorail (6399) complete with all original pieces and in working order. There was light discolouration to a hill track piece and a small amount of damage to the box. **Sold for £560 (15 bids).**



↑ **This Shackleton Foden Mickey Mouse S21** 8-wheeled lorry looked to be the limited edition run made in 1999. It was light blue with a wooden platform, red chassis and battery/electric motor in an original box. **Sold for £892 (10 bids).**



↑ **A complete 750-piece Tuck Zag Zaw wooden jigsaw puzzle from the 1920s**, showing a painting by Sydney Muschamp. It was sold complete and in excellent condition, but the box however had seen better days! **Sold for £510 (17 bids).**



↑ **Another classic LEGO set (6081) this time a Kings Mountain Fortress.** It was complete with original instructions and box. It had also never been built, with 3 out of 5 bags still sealed. What a find! **Sold for £640 (26 bids).**



↑ **An original Scalextric Perris Bugatti with instructions and a reproduction box.** It ran well but the seller suggested that it could be used for spare parts as some parts were missing. **Sold for £411 (19 bids).**



↑ **A FROG Penguin Hawker Hart 2-seat Day Bomber**, circa 1930s. Despite the model missing various parts, it drew a great deal of attention... even if it was just for the spare parts! **Sold for £343 (27 bids).**



↑ **A Palitoy Star Wars Death Star set** sold in excellent condition with very little playwear. The majority of pieces were included and the box was in a fair condition. **Sold for £1140 (9 bids).**



↑ **This vintage Tri-logo Star Wars R2D2** with pop up sabre had been owned by the seller since childhood. The figure was in mint condition and still in its original sealed packaging. **Sold for £1309 (7 bids).**



↑ **A rare red Scalextric Car C.8A Lotus Indianapolis racing car.** It looked to be complete and in a fair condition, apart from the missing screen and slight age wear. It was sold untested. **Sold for £366 (27 bids).**



↑ **A Scalextric V3 Bentley set in its original box.** The cars were working but they did show some play wear, as you would expect from a set of this age. Also included were accessories and track. **Sold for £360 (2 bids).**



↑ **This Heyde 49mm WWI British Army tinplate ambulance** was in near mint condition. With a powerful clockwork motor, this was a lovely purchase for one lucky bidder. **Sold for £392 (18 bids).**



↑ **This Timpo Train Set "The Midnight Special"** had never been opened. Would the buyer build the set or simply add it to their collection? We might never know! **Sold for £343 (26 bids).**



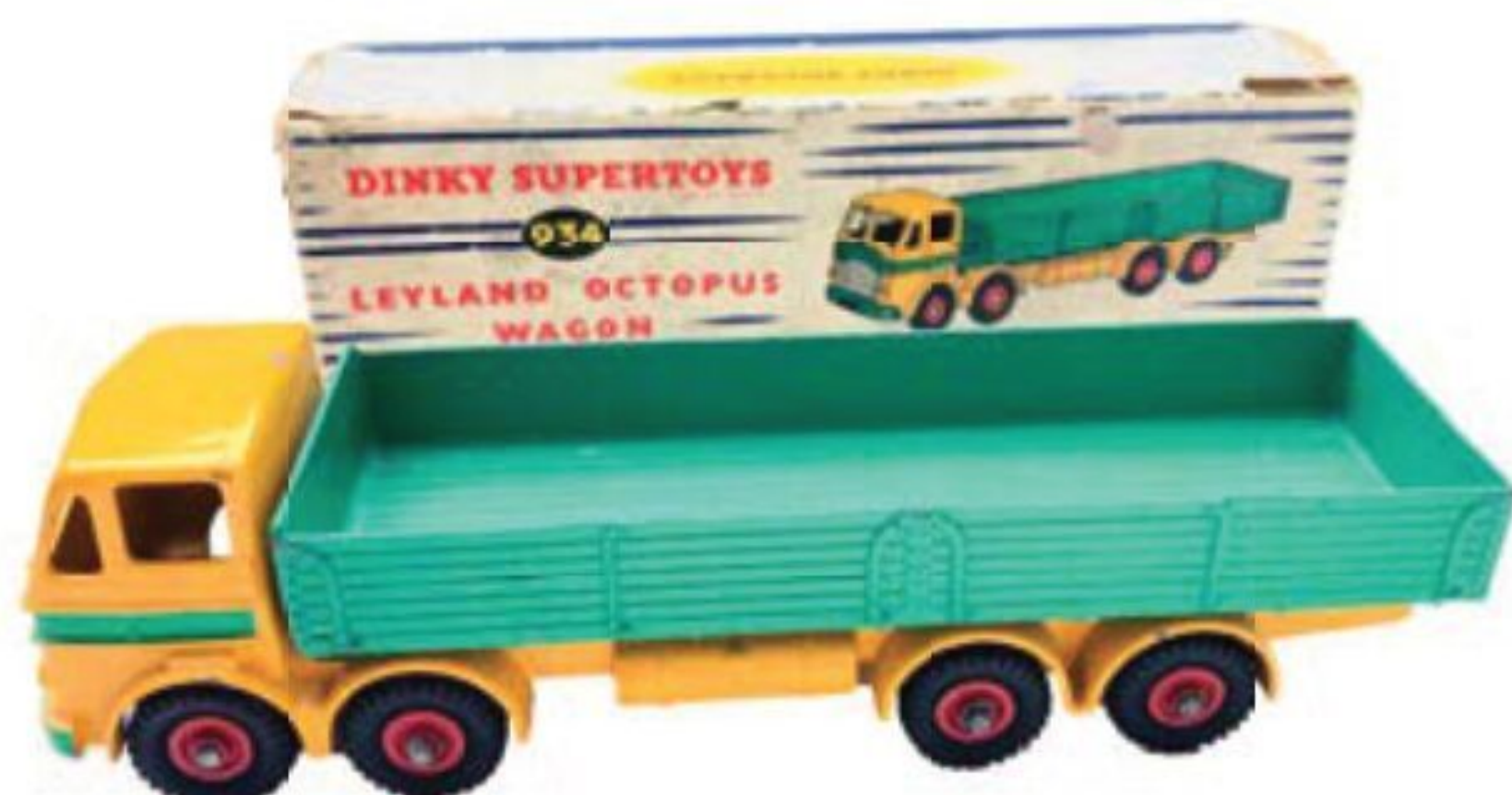
↑ **A new and still sealed LEGO Creator 10224 Town Hall modular building.** Having never been opened it was in excellent condition, although the box show some signs of shelf wear. **Sold for £620 (22 bids).**

PRICE GUIDE

This month we visit sales at Stacey's Auctioneers, Vectis, C&T Auctioneers, Lacy, Scott & Knight and Special Auction Services.



♣ A boxed Corgi Army fuel Tanker, #1134. *Sold for £140, Stacey's Auctioneers, June.*



♣ A boxed Dinky Supertoys Leyland Octopus Wagon, #934. *Sold for £40, Stacey's Auctioneers, June.*



♣ A Dinky Coventry Climax Fork Lift Truck, boxed. *Sold for £25, Stacey's Auctioneers, June.*



♣ A Dinky Supertoys Foden 14-Ton Tanker, boxed, appears to be re-painted. *Sold for £25, Stacey's Auctioneers, June.*



♣ A Dinky Toys boxed Pullmore Car Transporter, #982 with loading ramp. *Sold for £30, Stacey's Auctioneers, June.*



♣ A Dinky Blaw Knox Bulldozer, boxed #561. *Sold for £20, Stacey's Auctioneers, June.*



♣ A Corgi Simon Snorkel Fire Engine, boxed, #1127. *Sold for £40, Stacey's Auctioneers, June.*



♣ A Corgi Toys Bedford Van "Daily Express", boxed, #403. *Sold for £50, Stacey's Auctioneers, June.*



♣ A Dinky Supertoys Elevator Loader, boxed, #964. *Sold for £25, Stacey's Auctioneers, June.*



♣ A Corgi Toys Whizzwheels Adams Bros, Probe 16, boxed, #384. *Sold for £18, Stacey's Auctioneers, June.*



♣ A Corgi Gift set 4 Country Farm set, boxed, #GS4. *Sold for £85, Stacey's Auctioneers, June.*



♣ A Corgi Bedford Horse Transporter, boxed, #1104. *Sold for £45, Stacey's Auctioneers, June.*



♣ A Corgi Horse Transporter, boxed, #1105. Sold for £35, Stacey's Auctioneers, June.



♣ A boxed Corgi Unimog Tipper, #409. Sold for £20, Stacey's Auctioneers, June.



♣ A Corgi Mini Marcos GT 850, boxed, #341. Sold for £40, Stacey's Auctioneers, June.



♣ A Corgi Mini Marcos GT850, boxed, #341. Sold for £35, Stacey's Auctioneers, June.



♣ A Corgi Ghia 5000 Mangusta, with De Tomaso Chassis, boxed, #271. Sold for £70, Stacey's Auctioneers, June.



♣ A Corgi Lotus-Climax Formula 1 Racing Car, boxed, #155. Sold for £45, Stacey's Auctioneers, June.



♣ A boxed Corgi Ghia L.6.4, #242. Sold for £25, Stacey's Auctioneers, June.



♣ A Corgi Bentley Series 'T', boxed, #274. Sold for £30, Stacey's Auctioneers, June.



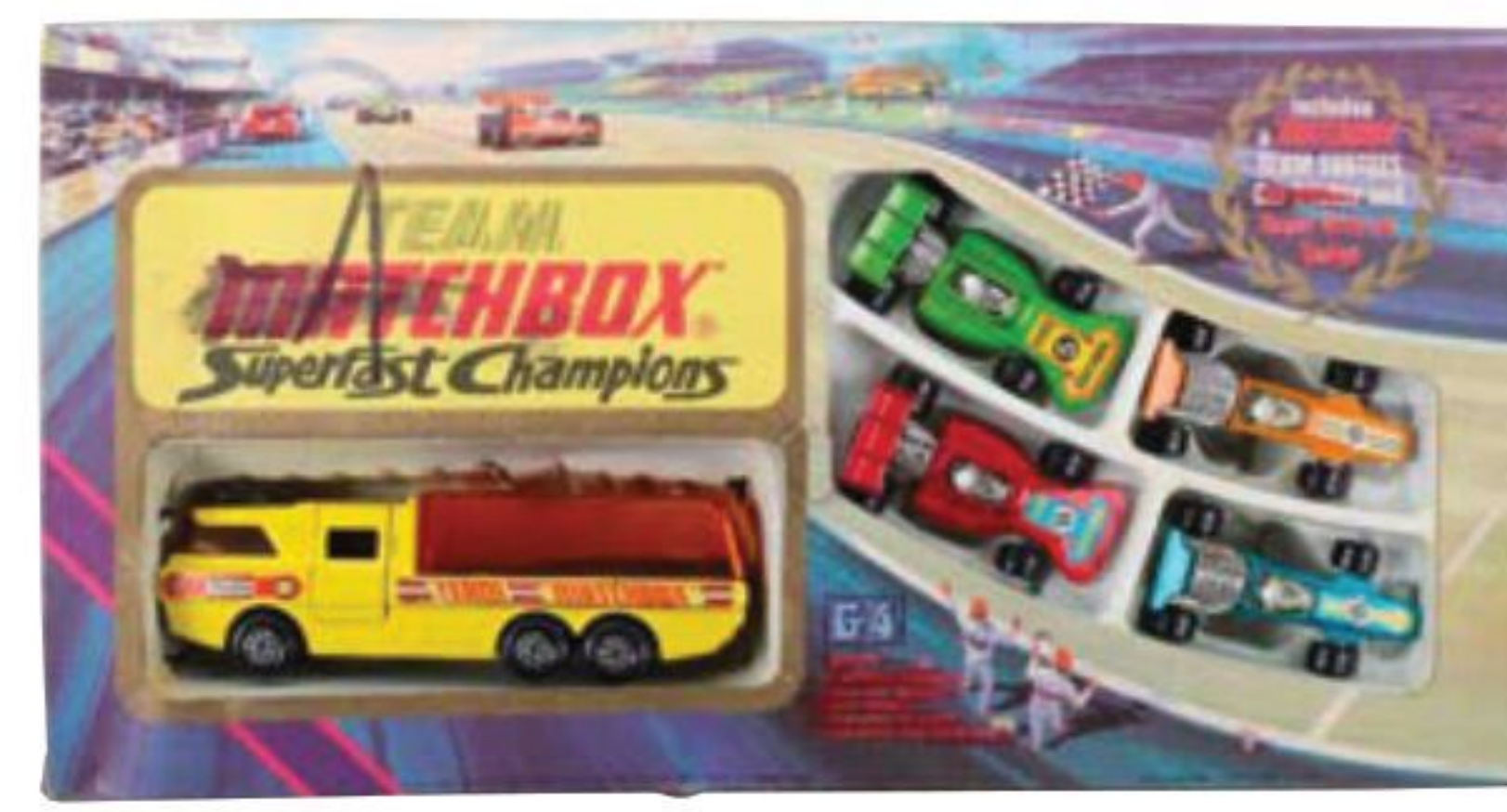
♣ A Corgi Proteus-Cambell-'Bluebird' Record Car, boxed, #153. Sold for £50, Stacey's Auctioneers, June.



♣ Matchbox Lesney Superfast G-3 Racing Specials Set, some decals missing. Good to very good in fair box, with excellent white inner tray, but missing original outer shrink wrap. Sold for £120, C&T Auctioneers, June.



♣ Matchbox Lesney G-2 "Big Mover" Set, mint in very good outer window box with good inner plastic tray. Sold for £120, C&T Auctioneers, June.



♣ Team Matchbox Superfast Champions Set, missing Team Surtees car sticker and badge. Excellent to near mint in good box (fair amount of felt pen graffiti), but missing shrink wrap. Sold for £110, C&T Auctioneers, June.



♣ Matchbox Adventure 2000 K-2002 Flight Hunter, pre-production, yellow body, black base, chrome interior, amber glass. fair to good, unboxed. Sold for £160, C&T Auctioneers, June.



♣ Matchbox Superfast 900 Twin Pack TP-32, orange 1g 'Revin Rebel' Dodge Challenger with blue roof, yellow 74c Toe Joe "Hitch Hiker" with red arms. Mint in very good punched blister pack. Sold for £95, C&T Auctioneers, June.



♣ Matchbox Superfast Military Strike Force Gift Set 11, 16 Badger Radar Truck, TP-16 Military Case Tractor, 38 Jeep, 73 Rolamatics Weasel Armoured Car, TP-15 Mercedes Truck & Trailer. Mint in excellent outer window box. Sold for £75, C&T Auctioneers, June.



♣ **French Dinky 14a Triporteur**, green, black smooth hubs with white tyres, blue and black figure driver, fair. *Sold for £45, Vectis, June.*



♣ **Dinky 22c Moto Truck**, mid-green body and wheelarches, silver trim, black ridged hubs with smooth tyres, good plus. *Sold for £20, Vectis, June.*



♣ **Dinky 23e Speed of the Wind**, silver, tan figure driver, red trim and ridged hubs with grey treaded tyres, good plus still a nice bright example. *Sold for £80, Vectis, June.*



♣ **Dinky 23f Alfa Romeo Racing Car**, red including ridged hubs with grey treaded tyres, silver trim, white figure driver and racing number 8. Good to good plus. *Sold for £45, Vectis, June.*



♣ **Dinky 23g Cooper-Bristol Racing Car**, green body, mid-green ridged hubs with grey treaded tyres, silver trim, white figure driver and racing number 6. Good plus. *Sold for £45, Vectis, June.*



♣ **Dinky 23j HWM Racing Car**, light green body, ridged hubs with grey treaded tyres, silver trim, white figure driver, yellow racing number 7. Excellent plus a lovely bright example. *Sold for £100, Vectis, June.*



♣ **Dinky 23h Ferrari Racing Car**, blue, yellow nose and ridged hubs with grey treaded tyres, white figure driver, yellow racing number 5. Good plus still a bright example. *Sold for £40, Vectis, June.*



♣ **Dinky 23n Maserati Racing Car**, red including ridged hubs with grey treaded tyres, white flash, figure driver and racing number 9, silver trim. Good still a bright example. *Sold for £40, Vectis, June.*



♣ **Dinky 25a Flat Truck (Type 2)**, mid-green cab and back, black chassis and smooth hubs. Good to good plus still a nice bright example. *Sold for £25, Vectis, June.*



♣ **Dinky 25c Flat Truck (Type 4)**, fawn cab and back, black chassis and ridged hubs, tow hook. Good plus still a bright example. *Sold for £45, Vectis, June.*



♣ **Dinky 25d Tanker (Type 3)**, green, black chassis and ridged hubs. Good, still a bright example. *Sold for £20, Vectis, June.*



♣ **Dinky 25d Tanker (Type 4)**, dark green "petrol", black including ridged hubs. Good plus. *Sold for £25, Vectis, June.*



♣ **Dinky 25e Tipper (Type 2)**, grey cab and back, black chassis and smooth hubs, tow hook, with "20" rear decal. Good to good plus still a bright example. *Sold for £50, Vectis, June.*



♣ **Dinky 25f Market Gardener's Wagon (Type 1)**, yellow cab and stake back, black chassis, chrome plated grille and surround, smooth hubs with white tyres. This pre-war issue is generally fair still a harder variation to find. *Sold for £120, Vectis, June.*



♣ **Dinky 25h/k Streamlined Fire Engine**, red body and smooth hubs with white tyres. This pre-war issue is generally fair. *Sold for £60, Vectis, June.*



▲Mettoy (UK) large friction drive "Luxury Motor Coach". includes revolving destination board, friction drive in working order, wired headlamps, some slight distortion to roof. Good plus to excellent. **Sold for £90, Vectis, June.**



▲Jetex "Jet Propelled Racing Car", red, lacks motor but does include the baseplate and wheels together with driver figure. Fair and comes in a fair to good card box. **Sold for £15, Vectis, June.**



▲Ichiko Chevrolet Impala Police Car, friction drive tinplate car circa 1960s. Police livery, detailed tinprinted interior, friction drive in working order. Good plus. **Sold for £60, Vectis, June.**



▲Marx Toys (UK) large pressed steel "Safari Truck" from their Power House Series. 6 animal figures, would benefit from further cleaning otherwise a good example which includes a good illustrated box, circa mid 1960s. **Sold for £30, Vectis, June.**



▲Tri-ang Minic 22M "ATCO Lawn Mowers" Promotional Van circa 1950s, scarce example. Some surface corrosion, lacks rear locking bar but the motor is in working order - fair. **Sold for £45, Vectis, June.**



▲Tri-ang Minic 1950s Morris Commercial Post Office Telephones Van, green plastic body, some wear to transfers, motor in working order - otherwise good plus and comes in a good illustrated box. **Sold for £40, Vectis, June.**



▲Tri-ang Minic 1950s "Morris Royal Mail Van", red plastic body with tinplate baseplate, no key but the motor is in working order - excellent plus in a good plus illustrated box. **Sold for £30, Vectis, June.**



▲Tipp & Co (Tippco Germany) tinplate clockwork Mercedes Unimog Breakdown Truck. Scarce item is orange, with red jib, tinprinted cab detail, no key but clockwork motor is working. **Sold for £80, Vectis, June.**



▲Kenton/Arcade cast iron Mack 6-wheeled Lorry Mounted Crane with Shovel Loader attachment. Circa 1920s scarce American toy with wooden hubs and white rubber tyres, some play wear. **Sold for £80, Vectis, June.**



▲Marklin 1102 tinplate clockwork Mercedes Sports Car. Of recent limited edition production, steerable front wheels, includes a key. Mint. **Sold for £70, Vectis, June.**



▲Mettoy (UK) tinplate clockwork Tipper Lorry. Circa 1940s, clockwork motor in working order with integral key, some light storage wear otherwise good plus. **Sold for £35, Vectis, June.**



▲Arnold (Germany) pre-war tinplate clockwork Coal Mine Railway. Scarce example with key, clockwork motor requires attention, otherwise good for display. **Sold for £80, Vectis, June.**



▲Tri-ang Minic "Mechanical Horse and Cable Trailer". Articulated Lorry with red standard cab, mid-green Low Loader Trailer with 2 grey plastic BICC containers, circa 1950s, no key but the motor is working. **Sold for £100, Vectis, June.**



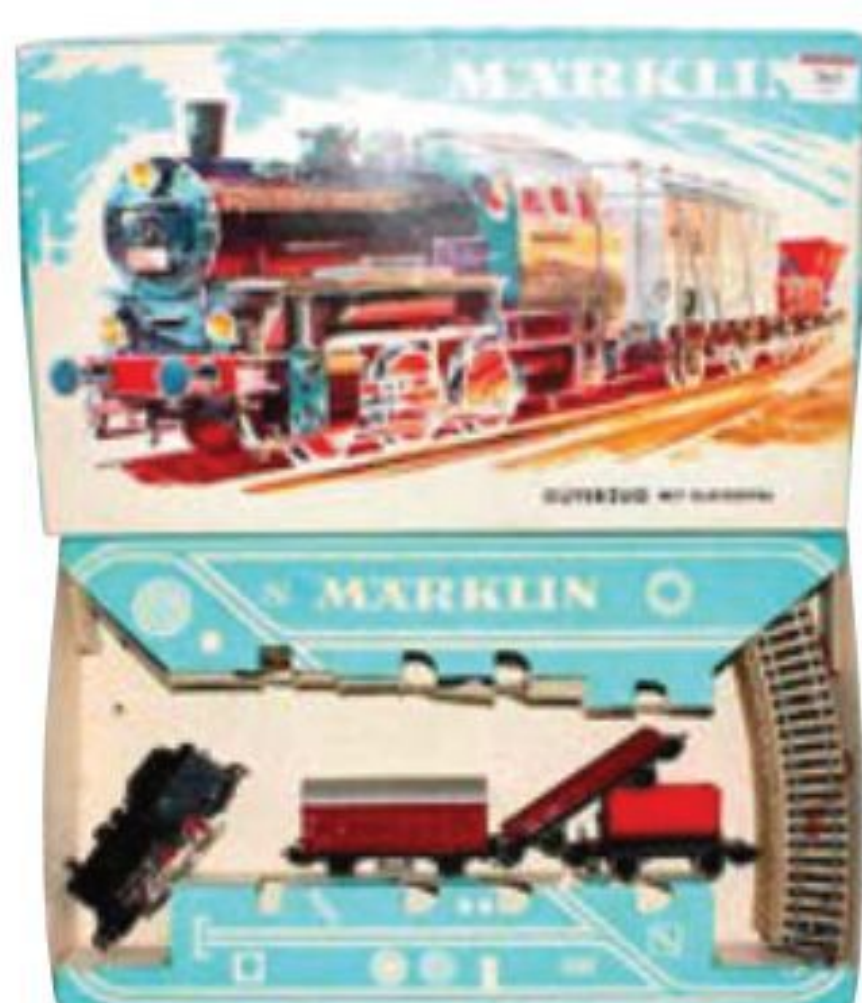
▲Mettoy 1940s large tinplate clockwork articulated lorry, dark green with tinprinted detail including 8 x balloon wheels, clockwork motor requires attention, lacks front mudguards otherwise fair. **Sold for £25, Vectis, June.**



▲Tippco (Tipp & Co of Germany) "Express" Delivery Van, scarce tinplate friction drive example circa 1960 is dark green/cream with opening rear door and locking catch - an excellent plus bright example. **Sold for £80, Vectis, June.**



▲ Marklin HO train set ref. 2920, comprising 0-6-0 tank loco with two open end 4-wheel coaches, track and controller, near mint. **Sold for £60, Lacy, Scott & Knight, June.**



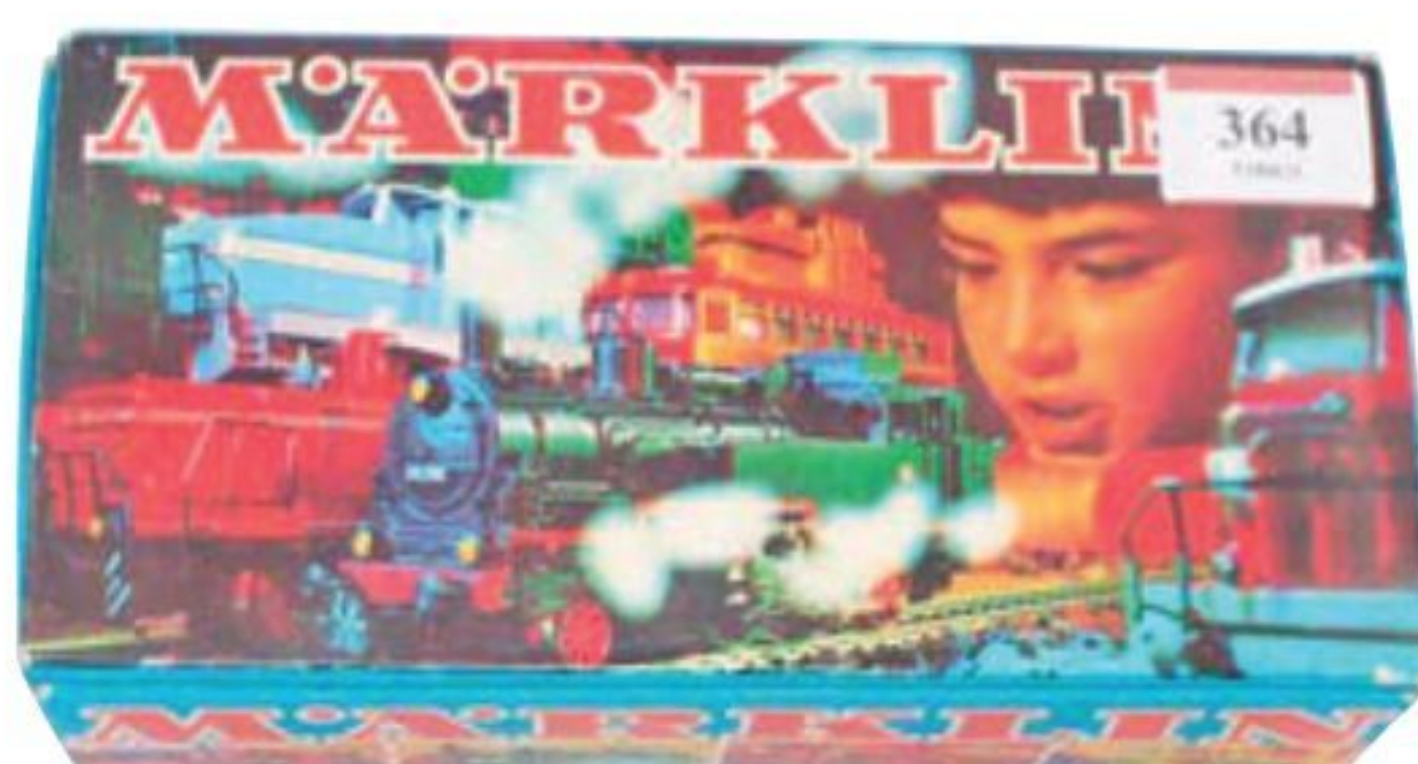
▲ Marklin HO train set ref. 3200, comprising 0-6-0 tank loco, goods van, tipper wagon and 3-plank open with track, contents excellent to near mint. **Sold for £45, Lacy, Scott & Knight, June.**



▲ Marklin HO train set ref. 3148, comprising 4-6-2 loco and tender No.01097, one bogie side plate missing from tender, otherwise very good. **Sold for £80, Lacy, Scott & Knight, June.**



▲ Marklin HO 3089 loco and tender 4-6-2, streamlined, red, No.031055, near mint. **Sold for £85, Lacy, Scott & Knight, June.**



▲ Marklin HO 3080 0-6-0 diesel shunter loco, yellow with black stripe, excellent. **Sold for £30, Lacy, Scott & Knight, June.**



▲ Marklin HO tank loco 0-6-0, ref. 3000 No.89005, excellent, box poor. **Sold for £30, Lacy, Scott & Knight, June.**



▲ A 00 gauge superbly executed model in brass of an LMS/BR Jubilee 4-6-0 locomotive and tender, believed to have been manufactured in Japan with lots of extra details such as brake hangers and pipework. **Sold for £200, Lacy, Scott & Knight, June.**



▲ EDL11 Hornby Dublo Silver King loco and tender, gloss very good. **Sold for £40, Lacy, Scott & Knight, June.**



▲ EDP12 Hornby Dublo Duchess of Montrose passenger set, loco and tender, 2 x D12 maroon and cream coaches, excellent, box base good but missing a couple of fitments. **Sold for £45, Lacy, Scott & Knight, June.**



▲ Hornby R3457 SR 4-4-0 T9, class no.116, DCC ready, mint. **Sold for £60, Lacy, Scott & Knight, June.**



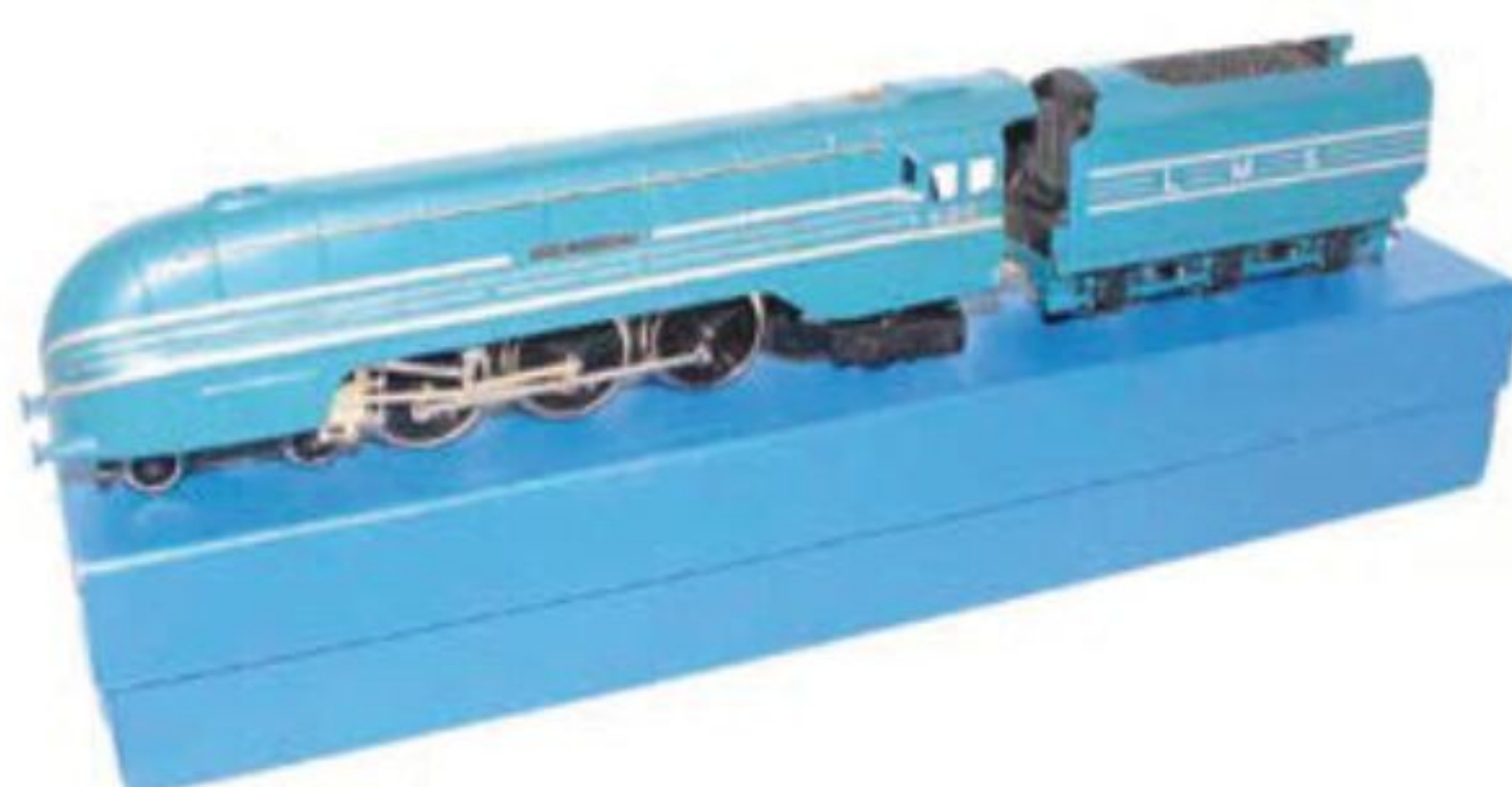
▲ A Bachman No. 31-475A British Railways late Crest Class G2A engine and tender, with back cab, housed in the original sliding display box. **Sold for £35, Lacy, Scott & Knight, June.**



▲ A Hornby Railways model No. R682 The Blue Streak gift set, comprising of Sir Nigel Gresley locomotive with three LNER teak coaches, supplied with track and transformer. **Sold for £55, Lacy, Scott & Knight, June.**



▲ Dapol 4D-022-008 Class 68 diesel electric loco 68003 Astute DRS Early Service. Excellent but missing some internal fitments. **Sold for £75, Lacy, Scott & Knight, June.**



▲ Wrenn W2301 LMS streamlined "Coronation" loco and tender, 6221 "Queen Elizabeth", one small chip to base of L/H cabside, otherwise mint. **Sold for £320, Lacy, Scott & Knight, June.**



▲ A Bachmann 32-603 Class 220 Cross Country four car DMU, in original window display box, leading car has dummy coupling missing, otherwise complete, model appears near mint. **Sold for £100, Lacy, Scott & Knight, June.**



▲ Wrenn W2212 4-6-2 A4 loco and tender, 'Sir Nigel Gresley' No. 7 LNER blue, mint. **Sold for £85, Lacy, Scott & Knight, June.**



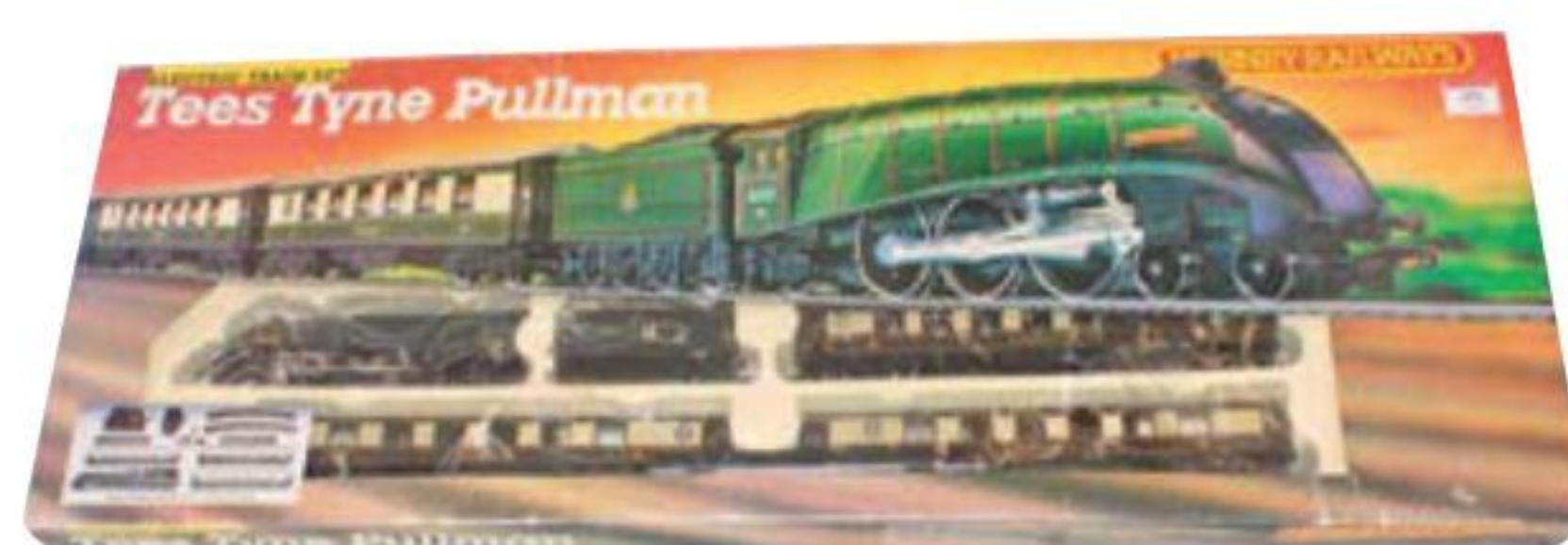
▲ Wrenn W2246 2-6-4 tank loco, 'CR' blue, mint, no packer number, with instructions. **Sold for £150, Lacy, Scott & Knight, June.**



▲ Hornby Dublo 2-rail Castle Class loco and tender, totally repainted GW gloss green as 'Great Western' 7007. Original Denbigh Castle box, mint, with guarantee and test tag. **Sold for £55, Lacy, Scott & Knight, June.**



▲ Hornby (Margate) Flying Scotsman R1072 set, comprising loco, tender, 3 coaches, controller and track, excellent. **Sold for £65, Lacy, Scott & Knight, June.**



▲ Hornby (Margate) Tyne Tees Pullman R770 set, comprising Bittern A4 loco and tender, 3 Pullman coaches, controller and track. Very good. **Sold for £75, Lacy, Scott & Knight, June.**



▲ Marklin digital H0 SBB-FFS Serie 460 Bo-Bo electric locomotive, red/black livery, mint, catalogue ref. 39602. **Sold for £150, Lacy, Scott & Knight, June.**



▲ A Wrenn Railways No. W2217 LNER green 0-6-2 locomotive, housed in the original card box with packer number to base No. 3. Near mint. **Sold for £65, Lacy, Scott & Knight, June.**



▲ Hornby Dublo 3-rail EDG18 2-6-4 tank goods set, comprising BR80054 loco brick wagon, bogie bolster and BR, goods brake, track not quite sufficient to make a circle, good. **Sold for £30, Lacy, Scott & Knight, June.**



▲ Tri-ang Railways CKD R388 kit, assembled EM2 Co-Co electric loco. 27006 Pandora. 27002 Aurora number and name in box, excellent, with instructions. **Sold for £75, Lacy, Scott & Knight, June.**



▲ Tri-ang Railways CKD R388 kit, assembled EM2 CO-Co electric loco 27006 Pandora. No other names in box, excellent, with instructions. **Sold for £65, Lacy, Scott & Knight, June.**



▲ Tri-ang Railways Passenger Set R3B, comprising Princess Elizabeth loco and tender, red with two maroon and cream coaches, battery controller, no track with empty oil bottle, overall good. **Sold for £20, Lacy, Scott & Knight, June.**



▲ Rover Passenger Train Set, black Princess Elizabeth 46201, plunger type loco and tender, very good, with two LMS short coaches (one badly bowed), track and battery controller. Box base and internal boxes, overall good. **Sold for £20, Lacy, Scott & Knight, June.**



▲ Hornby R3518 A3 LNER loco and tender, No.108 "Gay Crusader" DCC ready, mint. **Sold for £90, Lacy, Scott & Knight, June.**



▲ Hornby R3356 Class 9F Crosti boiler 2-10-0 loco and tender, BR weathered black 92021, mint. **Sold for £70, Lacy, Scott & Knight, June.**



▲ Tri-ang R2X passenger set comprising 0-6-0 tank loco BR 47606, 2 x LMS coaches, track and battery controller, all good. **Sold for £20, Lacy, Scott & Knight, June.**



♣ A Hornby 0 Gauge No 3E 6-volt AC 'Flying Scotsman' Locomotive only, black smokebox and plain gold numbers to cab-sides, good to very good, very slight damage to front right footplate, in original box. **Sold for £140, Special Auction Services, June.**



♣ A Hornby 0 Gauge No E320 20-volt AC 'Royal Scot' Locomotive and Tender, LMS lined crimson, loco No.6100, moderate playwear, control knob missing, in a stout modern box, the tender in original box, tender very good. **Sold for £110, Special Auction Services, June.**



♣ A Hornby 0 Gauge No E120 20-volt AC 'Special' Locomotive and Tender, in LMS lined crimson, loco No.2700, very good, light playwear, in a stout modern box, the tender in original fair box. **Sold for £170, Special Auction Services, June.**



♣ A converted Hornby 0 Gauge No 1 Locomotive and Tender, in Great Western lined green, loco No.4300, originally clockwork and now fitted with an original Hornby 20v electric mechanism, light playwear. **Sold for £70, Special Auction Services, June.**



♣ A converted Hornby 0 Gauge No 0 Locomotive and Tender, in Great Western lined semi-matt green, the late version loco with cylinders as No.5399, originally clockwork, light playwear. **Sold for £90, Special Auction Services, June.**



♣ A Taylor Hornby-style 0 Gauge 'Pickford's' Private Owner Van, appears to be limited edition no 66/2000, very good, in original box with Reading Model Supplies '£8-35' price label attached. **Sold for £40, Special Auction Services, June.**



♣ An original Hornby 0 Gauge grey 'Royal Daylight' tank wagon, on embossed trade-mark T3 base with axlebox slots, good, slight yellowing to varnish, moderate playwear with slight loss of transfer to one side. **Sold for £110, Special Auction Services, June.**



♣ An early Hornby 0 Gauge 'Seccotine' Private Owner Van, on black 'OAG' base with large drop-link couplers, the body in blue with original orange roof, very good, side transfers well-preserved, some small chips. **Sold for £120, Special Auction Services, June.**



♣ A Hornby 0 Gauge GWR Gunpowder Van, on black T3 base with axlebox slots, the body in light grey with spray-masked 'X' to sliding doors, very good, light playwear with slight chipping (mostly to roof). **Sold for £120, Special Auction Services, June.**



♣ A Hornby 0 Gauge E120 'Special' 0-4-0 Tank Locomotive, in enamelled LMS crimson as no 70, good, moderate playwear with several areas of retouching, wheels are good quality replacements front coupler re-fitted with bolt, in a repro Hornby 'Millibox'. **Sold for £45, Special Auction Services, June.**



♣ A restored Hornby 0 Gauge No E220 'L1 class' 4-4-0 Locomotive and Tender, re-finished in SR green as no A759 to a very high standard, driving and tender wheels appear to be good quality replacements. **Sold for £500, Special Auction Services, June.**



♣ A Hornby 0 Gauge No E120 20-volt AC Locomotive and Tender, in LMS crimson as no 5600, good, moderate playwear, driving wheels almost certainly replaced with post-war black ones, top of boiler more glossy than remainder, cab roof a little 'scabby'. **Sold for £60, Special Auction Services, June.**



♣ A converted Hornby 0 Gauge Type 101 0-4-0 Tank Locomotive, a post-war version in LMS crimson as no 2270, originally clockwork but now fitted with an ETS 20v electric motor unit with unpainted original-style wheels, very good, slight wear to tank top edges. **Sold for £40, Special Auction Services, June.**



♣ A Hornby 0 Gauge EM320 0-4-0 Tank Locomotive, in lithographed LNER green as no 460, good, several very small chips to litho, wheels are good quality replacements, both couplers re-fitted with bolts. **Sold for £50, Special Auction Services, June.**



♣ A Hornby 0 Gauge E120 0-4-0 Tank Locomotive, in enamelled SR green as no 29, good, a little rubbing to lining transfers, wheels are good quality replacements, both couplers re-fitted with eyelets and buffer beams retouched. **Sold for £50, Special Auction Services, June.**



▲ Royal Doulton The Rupert Bear Collection Out for the Day figurine, RB 14, 2005, near mint to mint, with certificate and box. **Sold for £30, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Rupert's Silver Trumpet, RB 8, 2003, near mint to mint, with certificate and box. **Sold for £45, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Rupert, Bill and the Mysterious Car figurine, RB 11, LE 2,500, 2003, from Rupert and The Travel Machine, near mint to mint, with certificate and box. **Sold for £40, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Tempted to Trespass figurine, RB 5, LE 2,500, 2003, Rupert and the Travel Machine- Rupert and Bill Badger are out for a walk in the snow, near mint to mint, with certificate and box. **Sold for £35, Vectis, June.**



▲ Royal Doulton Rupert the Bear Collection Rupert Takes a Ski-ing Lesson figurine, RB 20, 2003, from Rupert and the Arrow, near mint to mint, with certificate and box. **Sold for £30, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Rupert Rides Home figurine, RB 4, LE 2,500, 2003, from Rupert and the Jumping Fish, near mint to mint, with certificate and box. **Sold for £25, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Rupert and the King figurine, RB 21, LE 2,000, 2005, to celebrate the 85th Birthday of Rupert the Bear, some crazing to glaze on underside of base, otherwise near mint to Mint, with certificate and box. **Sold for £35, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Going Out Late figurine, RB 18, 2005, near mint to mint, with certificate and box. **Sold for £60, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection We Meant to Put Them Back figurine, RB 16, 2005, near mint to mint, with certificate and box. **Sold for £40, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Edward Trunk Pretending to be an Outlaw figurine, RB 2, 2003, near mint to mint, with certificate and box. **Sold for £15, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Rupert's Toy Railway figurine, RB 1, LE 2,500, 2003, Rupert's Toy Railway Puzzle first appeared in the 1950 Rupert Annual, near mint to mint, with certificate and box. **Sold for £30, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Banging On His Drum figurine, RB 17, 2005, near mint to mint, with certificate and box. **Sold for £15, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Algy Pug - Looking Like Robin Hood figurine, RB 6, 2003, Near Mint to Mint, with certificate and box. **Sold for £15, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection The Imp of Spring figurine, RB 15, LE 2,500, 2005, some red paint has flaked away from imp's left leg where it's attached to base, otherwise near mint, with certificate and box. **Sold for £35, Vectis, June.**



▲ Royal Doulton The Rupert Bear Collection Podgy Lands With A Bump figurine, RB 9, 2003, near mint to mint, with certificate and box. **Sold for £15, Vectis, June.**



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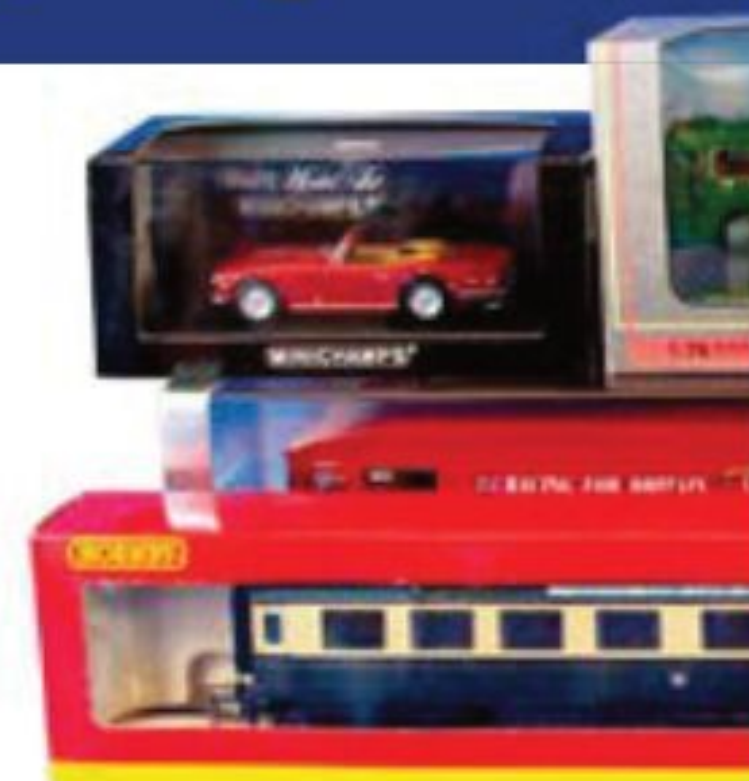
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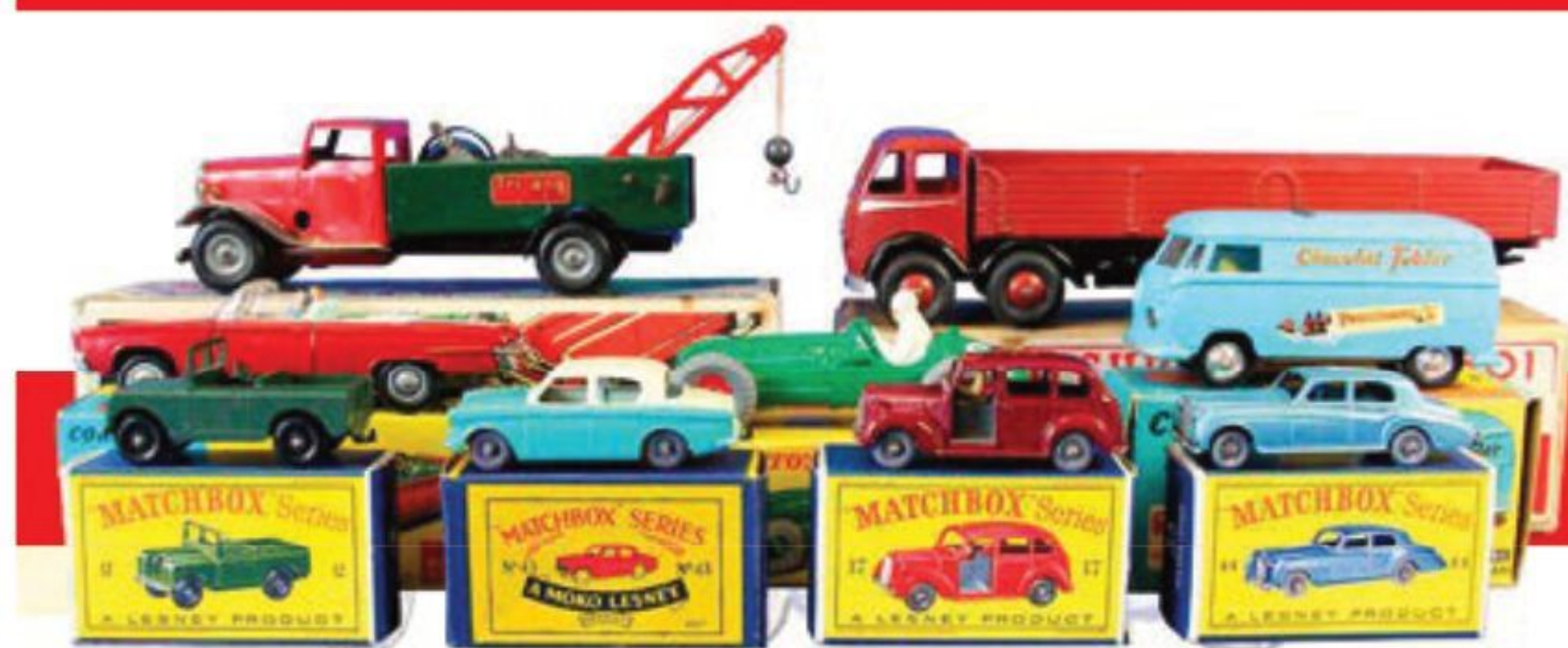


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Toy Stories

Sometime it's the location, as much as the collectables, that make a toy fair memorable. **Ed Karswell** finds out why.

Yesterday I was reminiscing with a fellow collector about the toy fairs (remember them?) we had visited over the years. It soon became apparent that some venues had held a certain allure even if the toy fair itself was largely unremarkable.

I remember well my first trips to Sandown Park and being quite literally overwhelmed by the spectacle of seeing so many vintage toys in one space. Two things also quickly made themselves apparent, firstly I was seeing things in the flesh that I had only poured over in books. Secondly, I was aware of the gaping holes in my collecting knowledge that I should waste no time in filling.

Other venues that spring to mind, such as the small Sible Hedingham meet that was so crowded I don't think I ever saw more than half of what was on sale. Or there was the evening meet at Dulwich College where the moody lighting bordered on the romantic, however it was

not much good for deciphering whether the model in one's hands had been touched in or not.

One of my first toy fairs was at the Post House close to the Port of Felixstowe. In those days, it was, let's say "a little down at heel" and its brutalist architecture only added to the air of defeat. What it lacked in comfort was made up for by the enthusiasm of the fairs participants on both sides of the tables. Add to this heady mixture that as my father didn't drive it was a three mile walk from the bus station. We were nothing if not a dedicated band.

Later came some truly magical events, such as the pre-1960 dateline fair at a delightful hall in Earls Court, London. Filled with Victorian juvenilia and some rare vintage items it really did have an otherworldly feel to it and was a truly remarkable experience. It also attracted dealers one didn't see at other events.

Sometimes it was the logistics of a building that turned it into something special. The Suffolk College in Ipswich hosted one

such toy fair. Because of all the 1960s split level flooring and annexes the building possessed, the event usually became something of a voyage of discovery. Just when you thought you had finished the circuit one would discover more stalls secreted behind some lockers or a window bay and never in the same place twice. It was much lamented when the fair ceased to be held there.

As with Dulwich, evening fairs were often imbued with a particular atmosphere. Whether it was the twilight as dusk approached in winter or the turnout of dedicated mid-week collectors in the general public, there was definitely a 'club' like feel to them.

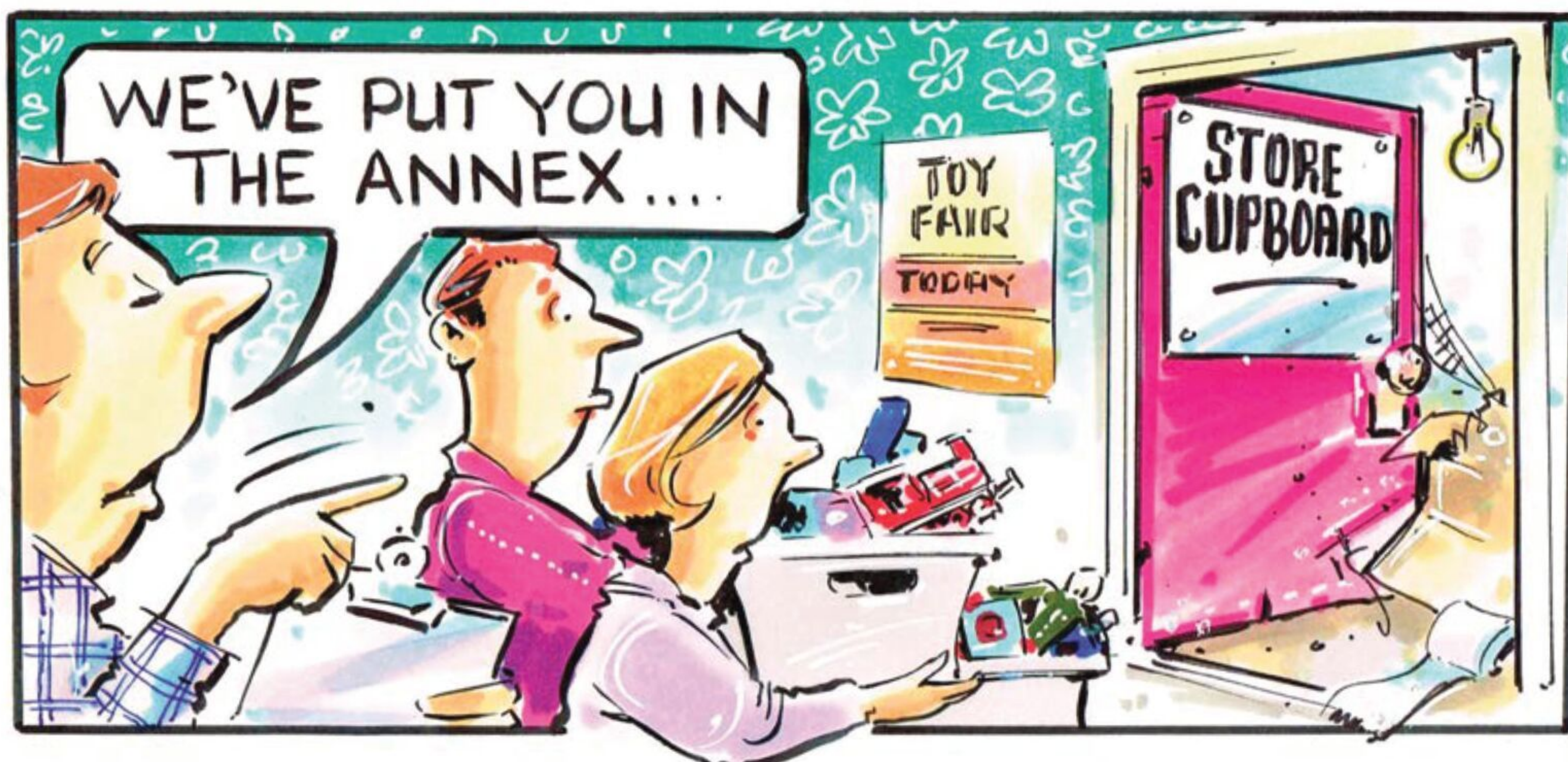
For sheer presence, though, the church employed for a toy fair in the centre of Norwich took some beating. It wasn't all plain sailing however, then as now, driving into Norwich was no picnic. Also, the heating at the venue was as one would expect, localised and its effectiveness depended on how near a radiator

you were. The stained glass, the carvings and the acoustics all added to the sense of occasion.

Of course, some fairs were memorable for entirely different reasons. I remember an aircraft hangar in the Midlands where I nearly froze to death and sold nothing. Don't worry, I'm not coming over all John Betjeman over architecture, I still love my village halls and community centres, it's what gives us our hobby an outlet.

After all, anyone who remembers Picketts Lock toy fair will fondly recall its two sports halls, which for some unfathomable reason made one feel as if two toy fairs were taking place simultaneously. This of course only added to the atmosphere of one busy event. Others of note were the few toy fairs that were held at Alexandra Palace, London. I had often visited the antique fairs at this wonderful venue and keenly took a stall when a toy fair was announced. It was, and remains, a magical building and the toy fairs there were some of the most memorable.

But it's not all just about fairs, the annual Enfield pageant of motoring includes a large auto jumble which by its nature includes a large sprinkling of vintage toys amongst other things. As it's an outside event, it is weather dependent and there have been a few wash outs over the years. However, I've found some real bargains there and more over some real discoveries too. Add to this that there are classic cars and commercials galore and did I mention the almost guilt free junk food...? Well almost. Does it get any better than this? I may be in a minority of one but I don't think so. **CG**



Ship shape in Shepton

First
featured:
August
2016!

David Boxall heads to the Shepton Mallet Toy Fair.

The Shepton Mallet Toy Fair takes place at the Bath and West Showground in Somerset, and is organised by Stuart Vowles of Bulldog Fairs. There is plenty of free car parking and refreshments are available both inside and out.

Firstly I spotted Nick Mulford who is known far and wide for his range of spectacular Corgi models, although he usually has a variety of other hard to find collectables on offer too. Today was no exception. The boxed

very interesting table display arranged by 'Retro Ronnie'. There were a number of unusual items for sale, which included the Secret Sam set, which came in its own case and was priced at £125, and the boxed Machine Gun, priced at £35. There was also a large, unmistakable head of Popeye for sale, which I understand had come from a fairground ride. Jordan Thomas of Jordan's Vintage World and had brought along a wide range of diecast toys and clearly had more table space than ever. There were plenty

the table, parked up side by side, I was drawn to the tinsplate Atom Rocket 7, in blue, red and silver, and the large scale model of the Batmobile, which was priced at £300.

James Cole sells antique games, advertising and children's books, and he had brought along a stunning display of items. There was a colourful array of exquisite pieces, including the 'Pop Shots' – The Five Black Cats shooting game. The values of the cats start at five and increase to 25, and the scores are counted after

James Cole sells antique games, advertising and children's books, and he had brought along a stunning display of items to the fair.

Saloon from the 1950s was a really unusual item. Nick explained that he had sold boxed forts in the past but this was the first Saloon he had for sale. His main display was, of course, mint boxed and unboxed Corgi Toys, which I was about to photograph, when he drew my attention to a sailboat. Manufactured by Tri-ang, the 'Sailor Buoy' boxed set was a tabletop yachting game. As well as the yacht, the set came with three buoys and a hand held battery operated 'wind machine' - all for £35.

Close by was another

of boxed and unboxed models to choose from, including Corgi, Dinky, French Dinky, Norev, Tekno, Solido, Auto Pilen and others too. Among the many diecast vehicles, I noticed the Corgi Hillman Imp, model No. 251, finished in metallic deep blue with a yellow interior. This mint car came with a crisp box and was priced at £80. Along the same row, I saw the Dinky Saab 96, released as model No. 156. The car was issued in deep metallic red with a white interior and lots of chrome trim, and carried a price tag of £90. Also on

three goes. The players sit or stand about five feet away from the 'cat wall', and aim and fire the toy gun. The first player to reach an accumulated score of 250 triggers a count at the end of that round, and the highest scorer is the winner. The game was 'British Manufactured' and advertised as 'The new harmless shooting game for young & old'.

Bob Burnett had an attractive collection of foreign diecast manufacturers on his table. All were in excellent to mint condition. He also had a large selection of



ABOVE The boxed Saloon from the 1950s was a really unusual item.



ABOVE The boxed Machine Gun was priced at £35.



ABOVE In among a colourful array of items, I noticed 'Pop Shots' – The Five Black Cats shooting game.



ABOVE The Tri-ang 'Sailor Buoy' boxed set was a tabletop yachting game.



ABOVE The Secret Sam set, which came in its own case was from the 1960s.



unboxed Corgi and Dinky toys, including a number of Dinky planes – all in very crisp condition, a few with boxes. I particularly liked the two Tekno lorries firstly, the bottle lorry, in red and white, which came with the bottle crates and hand truck, and was priced at £95. Secondly, the Tekno 'Milk and Cream' lorry in blue and white, which came with a box and had both the small and large milk churns on board. Parked up between the two lorries, was a pair of Tekno E Type Jaguars, a Mercedes 230 SL and a Ford open top Mustang. All these cars had good boxes with them and the prices ranged from £55 to £75.

Oliver Chisholm had come to support the show and had made a shorter journey than most, from his shop in Sherborne. He had a number of large crates full

of diecast vehicles and toys at very reasonable prices. I noticed Corgi, Dinky and Britains, together with a few less well known makes. Oliver also had a selection of railway equipment in different scales and by various manufacturers for sale. Robbie Howse of 'Slots in Weymouth', had travelled up from the coast for the show. He had a colourful selection of boxed slot car models on offer. He also had a lot of signs for the desktop or the cabinet. These included Corgi Toys, Dinky Toys, Hornby Trains, Meccano, Tri-ang Toys and many more. At just £1 each, or six for £5, they were really good value.

There was a very interesting collection of vehicles on the table organised by Mike and Mary Boyd Camps. Most of the vehicles were of a

ABOVE LEFT

The Dinky Saab 96 was released as model No. 156.

ABOVE RIGHT

The slightly larger scale model of the Batmobile was priced at £300.

slightly larger scale than the usual diecast models, and had been produced in plastic and tinsplate. There were numerous cars, a rather colourful Steam Roller, a Fire Engine and a Jeep, together with a variety of Tractors.

Despite the weather, everyone had been in a rather jolly mood, and it all ended far too soon when I had to leave. With a number of bags and empty pockets – the sign of a good show, I went to thank Stuart Vowles for all his hard work and a great day out. ■



RIGHT

A pair of Tekno E Type Jaguars, a Mercedes 230 SL and a Ford open top Mustang.

Obsolete

Z

Our monthly gaze into the weird but wonderful world of collector/dealer **Obsolete Oz**. Buying and selling since the 1970s, Oz has developed a great knack for unearthing some amazing finds from flea markets, antique fairs, car boot sales, rubbish skips and even the local tip.

Hi folks! I bought an old toy from the Newark runway event a few weeks ago that was in the worst condition ever. I just thought that despite its sorry state it had a certain charm about it that appealed to my weird taste! The Dinky loudspeaker van pictured appears to have been burnt in a fire and then buried in the ground for decades, which is why it cost only £1. It's an example of the final fate of millions of diecast toys over the years after being discarded with the rubbish. It made me wonder about its original owner and its original colour? Then you wonder how many kids it was passed down to in its life before finally hitting the trash can? How on earth has the loudspeaker remained in place on its roof? To me it deserved a new life as an example of the strength and resilience of Dinky Toys so it now sits proudly in my collection as one of the most incredible survivors of the golden age of British diecast.

Whilst on the subject of excellent diecast a nice little Lone Star Impy Road-master Fiat 2300S popped out from a box of well-worn Matchbox Superfast cars at a boot fair. Interestingly it has wheels similar to the Matchbox Superfast early transitional type with really nice suspension too. The sharp metallic green paint finish is also very pleasing to the eye. But that's not all. There's a red plastic detailed interior, an opening boot and a forward lifting bonnet with amazing engine detail underneath. Little wonder that they were called Road-Master's 'Super Cars'. Not being that familiar with the Impy

series I was well impressed with the overall quality of this little car, so well done Lone Star. I'll now be on the lookout for others. Not a bad buy for 50p!

Travelling around the world is not something that's possible at the moment of course, but it was much easier in the 1970s when a fabulous string of felt pennants told the story of one lucky person's epic travels. Back in the day it was customary to collect a printed pennant from places you visited and these had all been neatly sewn onto a long tape. What a journey they had been on crossing Australia and America. It's a great little collectors' item in my mind, almost like a piece of folk art and well worth the ten pounds I shelled out for it.

Another bargain came along in the shape of an ultra-rare piece of vinyl dating back to 1966. What a year that was for music with American soul sounds booming out of the radio and being spun in the clubs. One of these was *I Spy (for the FBI)* by Jamo Thomas and his Party Brothers Orchestra. It's a rare piece of vinyl on the British Polydor label but I went one step further by finding a British Advance Promotion copy or Demo version. These are the Holy Grail's of record collecting. I only had to pay thirty quid to get it which is a fraction of its true market value and its gone into my own private record collection. You have to treat yourself sometimes!

From records to books, and a nice find was made at a boot fair in the shape of a wartime information book describing the valuable work carried out by the G.P.O. during World War Two. The cover is a great piece of

graphic design showing a Royal Mail van just like the Dinky Toy version. There are also some great photographs showing the Albion vans operated by the Post Office Engineering Department. In lovely condition for its age this book was a bargain buy for a fiver in my opinion.

Still on the subject of books a nice hardback wartime book published by *The Aeroplane* magazine sold for a tenner to a guy who collects wartime flying memorabilia. One of its best features was the wealth of adverts from the great plane builders of the day.

A 1905 Vauxhall plastic construction kit soon found a buyer willing to pay forty quid to add it to his collection. It was made by Guilerman of London and represents one of the earliest motor car kits to be made in Britain. The car had been made up very skilfully with driver and steering wheel tucked away in the box for safety. The instruction leaflet was still in the box which was also in splendid condition. A very rare and desirable kit.

Skateboarding is something that I have no experience of, although I did once work in the windsurfing industry. One

thing that interests me about skateboarding is the art that is part of it and particularly the weird and wacky art often applied to the boards. In recent times these have been considered as works of art and hung on the walls of trendy establishments. One I sold recently for thirty quid had a great design on it well worthy of a bit of wall décor. It was made by Systema Sports with the image being screen printed in a hard plastic.

Another quirky item fit for the wall of any man cave was an old aluminium sign from the South Notts Bus Company which I reckon dated from the 1960s. A bus memorabilia collector was more than happy to hand over eighty quid for it, largely because his father had once driven South Notts buses.

Last but not least on the selling front a nice Benbros TV Series crawler tractor sold for £45 with both tracks intact and a nice clean box... whose idea was it to put diecast toys inside a television?

Well that's about it for another month folks. The year is rolling by at a fast pace so enjoy the height of summer and, as always, be lucky! **CG**



ABOVE
Street art or folk art? Old skateboards are finding themselves being hung on walls. Hang on to your boards folks!



ABOVE
This little Dinky Toy loudspeaker van has certainly had a hard life but refuses to give in! Great testimony to the strength of those sturdy old diecasts.



ABOVE
A rare beast indeed, this 1905 Vauxhall construction kit was one of five different classic car kits made by Guilerman of London.



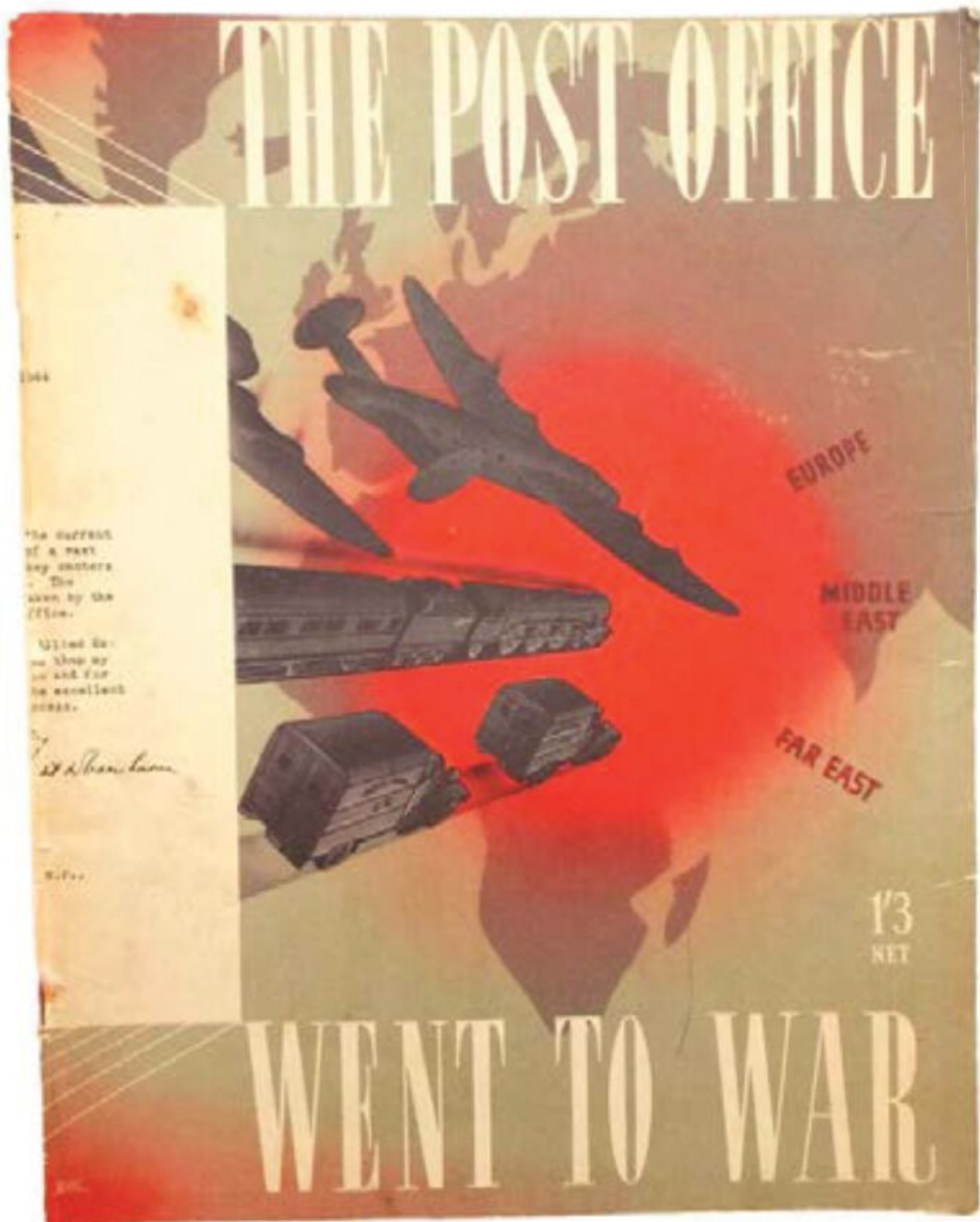
ABOVE
Oz discovered the amazing quality of IMPY Road-Master's after finding this neat little Fiat 2300S at a car boot sale.



ABOVE
Vinyl gold. This record by Jamo Thomas is a soul classic produced as a radio station advance promotion copy. It's now in Oz's own vinyl collection.



ABOVE
Benbros attempted to rival Matchbox with its quirky TV Series placing models inside a television set. This crawler tractor made a reasonable £45.



ABOVE
This amazing string of 14 felt pennants tells the story of an epic journey through America and Australia. A great little collectors' item.

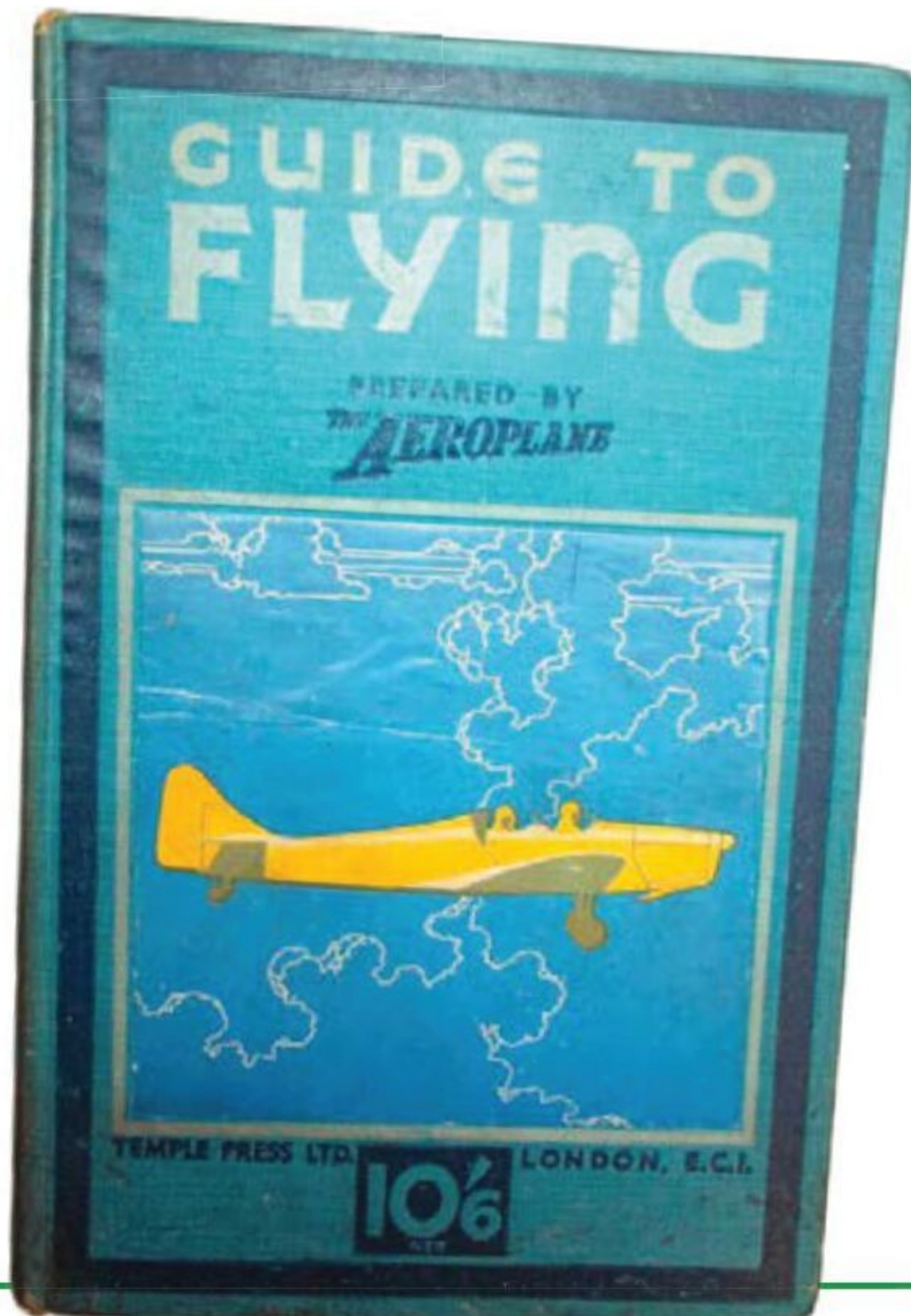
LEFT
Telling the story of how the Post Office helped to win the war this illustrated booklet was a great boot sale buy.



BELOW
Produced by The Aeroplane Magazine this book cost 10/6d when published in 1942. It contains advertisements from all major British aircraft builders.



ABOVE
A sign of the times. Aluminium was the lightweight metal preferred in the 1960s before Perspex and plastic took over.



»EVENTS THIS MONTH

Due to the on-going situation and in accordance with Government advice, **some swapmeets and auctions are now taking place.** Please contact the auction houses and organisers directly for up to date information.

FAIRS

25 JULY

- **Malvern**, Bulldog Fairs, 01373 452857
- **Rayleigh**, SRP Toy Fairs, 07739 998012

8 AUGUST

- **Worthing**, Toy Fairs, 01323 998012
- **Stafford**, BP Fairs, 01604 846688 or 07966 527177
- **Yorkshire**, Steel Promotions, 0161 283 1255 or 0161 766 2012

15 AUGUST

- **Exeter**, Bulldog Fairs, 01373 452857
- **Bolton**, BP Fairs, 01604 846688 or 07966 527177
- **Rayleigh**, SRP Toy Fairs, 07739 998012

22 AUGUST

- **Doncaster**, BP Fairs, 01604 846688 or 07966 527177

AUCTIONS

17 JULY

- **Kings Langley**, Excalibur Auctions, 02036 330913
- **Newark**, Northgate Auctions, 01636 605905

20 JULY

- **Cheshire**, Warrington & Northwich Auctions, 01925 658833

21 JULY

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

22 JULY

- **Stockton-on-Tees**, Vectis, 01642 750616

23 JULY

- **Hanham**, East Bristol Auctions, 0117 967 1000
- **Beccles**, Durrants, 01502 713490
- **Stockton-on-Tees**, Vectis, 01642 750616
- **Runcorn**, British Toy Auctions, 01928 579032

24 JULY

- **Hanham**, East Bristol Auctions, 0117 967 1000

28 JULY

- **Stockton-on-Tees**, Vectis, 01642 750616
- **Kent**, C&T Auctioneers, 01233 510050

29 JULY

- **Stockton-on-Tees**, Vectis, 01642 750616

30 JULY

- **Leyburn**, Tennants, 01969 623780
- **Stockton-on-Tees**, Vectis, 01642 750616

3 AUGUST

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

- **Cheshire**, Warrington & Northwich Auctions, 01925 658833

- **Stockton-on-Tees**, Vectis, 01642 750616

9 AUGUST

- **Chester**, UK Toy & Model Auctions, 01270 652773 or 07892 870729

10 AUGUST

- **Stockton-on-Tees**, Vectis, 01642 750616

11 AUGUST

- **Stockton-on-Tees**, Vectis, 01642 750616

14 AUGUST

- **Stafford**, Hansons Auctioneers, 01889 882397

17 AUGUST

- **Cheshire**, Warrington & Northwich Auctions, 01925 658833

19 AUGUST

- **Stockton-on-Tees**, Vectis, 01642 750616

20 AUGUST

- **Bury St Edmunds**, Lacy Scott & Knight, 01284 748623
- **Stockton-on-Tees**, Vectis, 01642 750616

24 AUGUST

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

25 AUGUST

- **Stockton-on-Tees**, Vectis, 01642 750616

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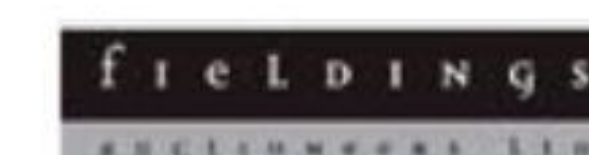
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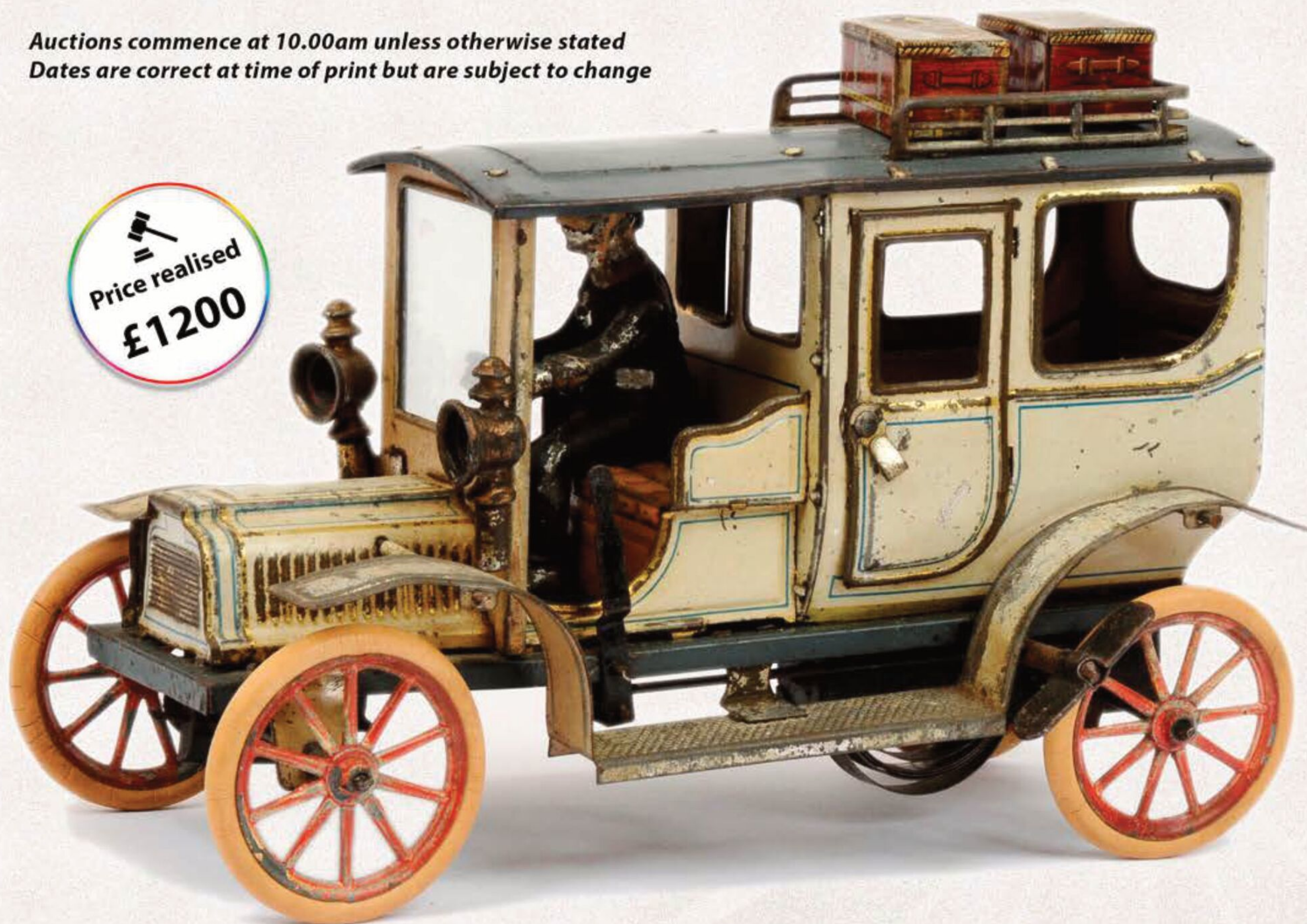
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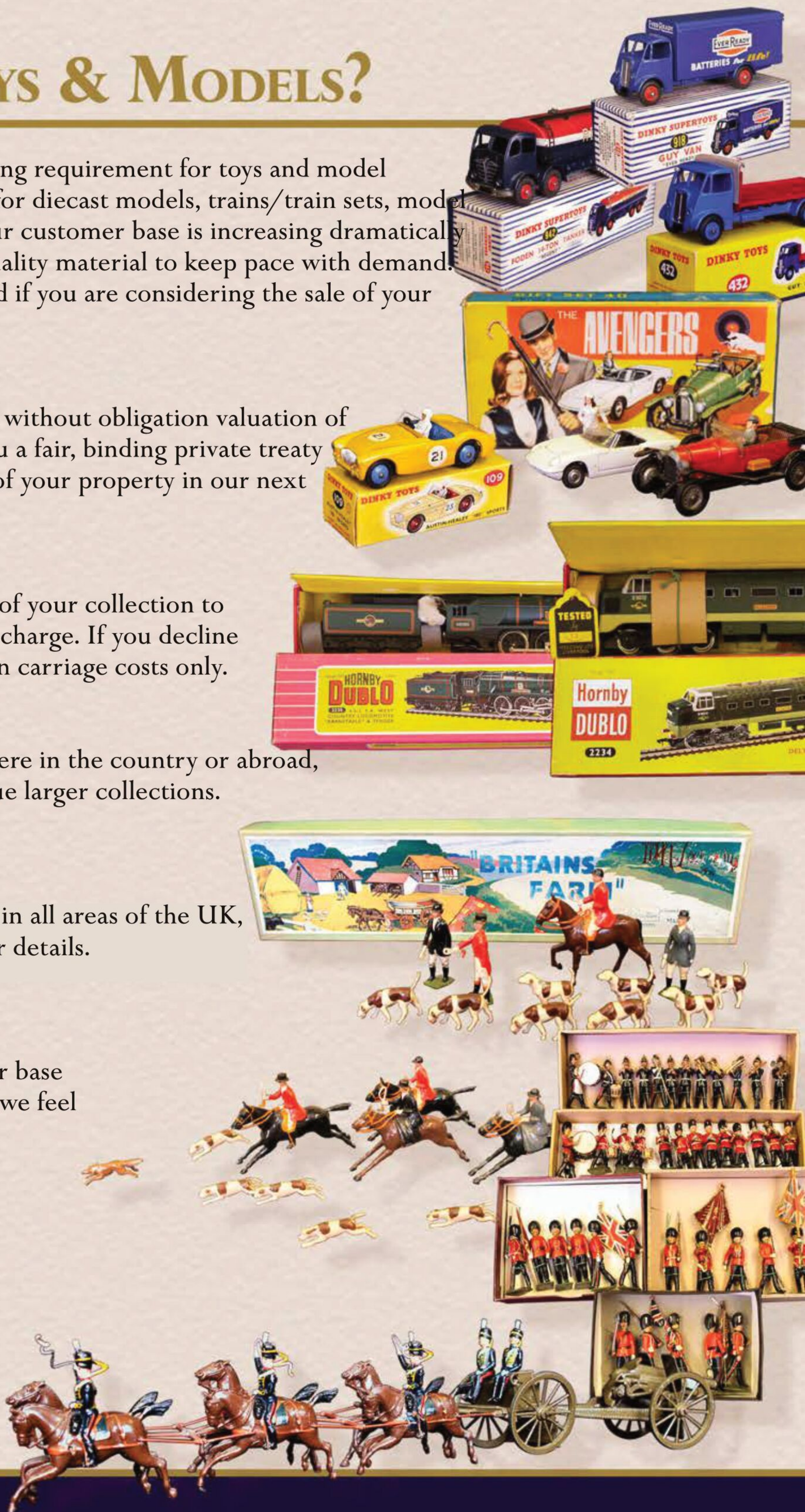
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IN COLOUR



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THE BATTLE OF BRITAIN IN COLOUR



The Battle Looms

The Battle of Britain was one of the most iconic battles of the Second World War, embedding itself indelibly into the nation's consciousness. Earlier, the Battle of France could easily have spelled defeat before the air battles got underway in July 1940.

After the outbreak of war in September 1939, there followed eight months of what became known as the 'Phoney War'. However, it was clear that large-scale fighting would ultimately follow, and a British Expeditionary Force was sent to France before the end of that year. As part of that BEF, a large Air Component was supplemented by an Advanced Air Striking Force. In total, these air forces amounted to 25 squadrons, six of which were Hawker Hurricane-equipped fighter squadrons. The remainder of the RAF force in France comprised largely light bombers and Army Co-Operation squadrons. Eventually, however, the 'striking' became the 'blitzing'.

On 10 May 1940, German forces launched their all-out assault on France and the Low Countries and what followed in Belgium, the Netherlands etc. was the complete collapse of those countries under the overwhelming might of German military power. Across France, German forces rolled inexorably onwards towards the English Channel and while the French and British tried desperately to stem the advance, so the situation became ever more hopeless.

Predicted Catastrophe
When the fighting had broken out in earnest on 10 May 1940, aircraft of the Air Component were in almost constant contact, and losses had to continually

be made good from squadrons based in Britain. The Commander-in-Chief of RAF Fighter Command, Air Chief Marshal Hugh Dowding, had already stated as early as September 1939, that if he was expected to defend Britain's skies, then he would need 32 fighter squadrons. At that time, he had only 22 under his command and was told it would be impossible to produce the number he required. However, efforts would be made to provide him with a further eight.

During the fighting in France, increasing numbers of fighter squadrons were sent across the Channel, urged on by desperate appeals from the French Prime Minister, Paul Reynaud. Dowding, with his resources slipping away like

and in an hour, disaster struck. A catastrophe if Churchill's reply the falling ally. This up the Air Minister on 10 day we'll have saved fight and ultimately Britain, in darkest hour. He wrote: "I have the honour to a furious calls which have made upon the Home De Quits in an attempt to so Division on the Continent. Printed the Air Council it has now been reduced to 24 Squadrons... I must it that on a matter of parts the Air Ministry will consider level of strength in a Fighter Command for the fighting and will assume that has been reached, it will be sent across the Channel the appeals for a fighting telephone.

I believe that, if not there is kept in this crisis remains in being, and it's de suitably organised to be should be able to cut single handed for some 100. But, if the Home Force is drained away in attempts to remedy the France, defeat in France, disaster and irretrievable disaster."

It was a hard-hitting, Dowding's words had the fight appeals were urged by desperate appeals from the French Prime Minister, Paul Reynaud. Dowding, with his resources slipping away like

By this time, the starter button was pushed after a thumbs-up from the filter, who unspooled the starter trolley, ensuring it was clear of the aircraft. Unable to communicate over the roar of the Merlin engine, the pilot and rigger exchanged thumbs up signals, the rigger slapping his pilot on the shoulder to convey reassurance and good-luck as he leapt from the wing. As he jumped, the aircraft was already rolling, and the rigger dodged out of the way of the tail-plane, buffeted by the slipstream which was kicking up dust and grass. Getting out of the way, he was hit by a blast of hot exhaust gases. Now, the aircraft gathered speed ahead, into wind, bouncing and rocking across the grass airfield. Others careered along around it, in the organized chaos that was a squadron scramble. Getting airborne, the pilots concentrated on keeping station as they selected 'Year Up', closing the cockpit canopy while listening out for instructions from the CO or flight commander who was talking to the Sector Operations Room and gathering instructions as to heading, altitude and

what it was they were intercepting. It may have been an instruction along the lines of: "MITOR Squadron, ANGELS at Vector Two-three-zero. Fifty Plus. BUSTEC. Listening in, the other pilots could interpret these coded instructions: '24 Squadron to climb to 8,000 ft on a heading of 230 degrees. Fifty plus enemy aircraft. Maximum cruising speed."

Mentally and Physically Draining
Setting into the climb, the pilots automatically slid into section order and the preferred squadron formation. Meanwhile, the CO or flight commander concentrated on setting course as the

filter pilots concentrated on what was going on in their cockpits: oil temperatures and pressures, fuel state, oxygen contents checked and selected by the riggers, or else just couldn't understand what had been said. Meanwhile, constant juggling of the throttle setting with the left hand, and judicious adjustment of position through the control column and rudder pedal inputs, were all necessary just to keep station. It was incredibly hard work, and mentally and physically draining. By now, the squadron was 'on oxygen', masks clamped securely to pilot's faces as cold began to permeate the cockpits. Now, with all the hard work of take-off, formation flying and getting to altitude, came further nervous tension with realization that the enemy were near. Then, a tight knot of fear returned as the gunnights were checked and the SAFI and FIRE ring on the gun button turned, ready to the FIRE position. Goggles pulled down. And then the shout: "BANDITS! Ten o'clock, above. Coming down now! Break, break, break..."

Chatter Of Gunfire
Suddenly, to avoid the 'boom' of fighters coming out of the sun, the squadron had dispersed in a pre-ordered plan. Now, the enemy fighters were among them. This time, there was no

hating off suddenly, upwards or downwards, the rest of the squadron watching in bemusement and puzzled because they received no transmission, or else just couldn't understand what had been said. Meanwhile, constant juggling of the throttle setting with the left hand, and judicious adjustment of position through the control column and rudder pedal inputs, were all necessary just to keep station. It was incredibly hard work, and mentally and physically draining. By now, the squadron was 'on oxygen', masks clamped securely to pilot's faces as cold began to permeate the cockpits. Now, with all the hard work of take-off, formation flying and getting to altitude, came further nervous tension with realization that the enemy were near. Then, a tight knot of fear returned as the gunnights were checked and the SAFI and FIRE ring on the gun button turned, ready to the FIRE position. Goggles pulled down. And then the shout: "BANDITS! Ten o'clock, above. Coming down now! Break, break, break..."

Facing page Although posed for a news cameraman, the squadron telephone orderly shouts instructions for a 'scramble' as pilots lounge in the dispersal hut. The newly dressed officer is Duty Pilot - the pilot rostered for ground admin tasks such as recording take-off and landing times etc.

Above It was not unusual for aircraft to return damaged after an engagement, and with pilots wounded. This brand-new Spitfire had just been delivered to 602 Squadron at RAF Westhampnett when it was hit by cannon shells from a Messerschmitt 109 in a combat on 18 August 1940. The aircraft was written off and Flight Lieutenant Dunlop Urle wounded in his feet.

Chance of a well-ordered textbook: 'Number One Attack. Instead, it was every man for himself, but with wing men desperately trying to maintain station and protect their section leader. Now, the pilots were climbing and hanging on their props, the sun glaring and blinding as they turned, all the while listening out and looking out. Now, there were shouts: 'Behind you Blue 3!' permeated by chattering gunfire. A cacophony of shouts and static made communication unintelligible. One pilot may be drawing a bead on a

THE RAF FIGHTER PILOT



THE RAF FIGHTER PILOT



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