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This gorgeous dolls' house from the 1840s sold here in June for £44,000, with the auction totalling £205,000. Only a week before, Glorious Trains Part Two realised £280,000.

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■ AUCTION REVIEW



Fakes at Hake's

Hake's first-ever Special Event Auction, one that featured memorabilia from the legendary *Star Wars* franchise, closed its books on US\$903,000, illustrating yet again the pull of the genre.

It wasn't all about the well-known rarities, though. Ironically, something that really drew the punters was a Hungarian bootleg *Return of the Jedi* Boba Fett figure, which more than doubled its pre-auction estimate to

command US\$20,768, a world auction record for that variety of Boba. Part of a series of ten unlicensed Hungarian figures released in 1987, its smaller size, lack of copyright information and the fact that it was made of lower quality injection-moulded plastic, singled it out.

Predictable, the Boba Fett L-slot rocket-firing prototype soared to a record-setting sale price: US\$236,000. This prototype is famous in collecting circles because it was pulled

Rare, these early "send away for" *Star Wars* packages drew much interest on the day.

from Kenner's 1979 *Star Wars* toy line when the rocket firing aspect was deemed a choking hazard. The 3¾-inch figure was unpainted and featured the L-slot mechanism (named for its shape, as opposed to the J version).

One of the auction's key lots was the Jawa with a vinyl cape on a 12 back card. This tiny fellow finally achieved US\$40,887, again a world record price for any Jawa figure. The *Power of the Force* Yak Face on a 92 back card also fared well, realising US\$19,145, another world record price.

The earliest *Star Wars* figures were represented by the Early Bird Mailer Kit that sold for US\$15,576. It included the original white mailing box, Luke Skywalker with a double-telescoping lightsabre, Princess Leia, Chewbacca and R2-D2. ■

Pirate Boba Fett copy from Hungary was one of a few unlicensed figures emanating from that country.



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Turn to page 7 to find out more...

■ AUCTION REVIEW

Diecasts rule at Lymington

The Lymington auction had plenty to tempt the diecast collector.

Amongst the delights was the surprisingly uncommon Corgi Agricultural Gift Set (No.5): this included a Dodge truck, tractor, trailer and plough, a Land Rover and had a complement of figures and animals. Contained within a near mint window box, the contents were shop fresh and it sold well at £1,300.

On to Corgi Juniors: the No.1003 Batman's Batboat, made in 1967, was exceptional and was contained within an original unopened blister. Although the price had been clipped off, it was nonetheless highly desirable and sold for £85.

A rare Chitty Chitty Bang Bang also flew in. This version featured gold plating to the bonnet, windscreen, headlights and grille, as well as the rear lights. Only a few of these were manufactured; the more common version



Above: Not a common sight, especially when mint, this Corgi gift set was fought over.

sports a silver trim finish. The model was mint and was set off by the iconic box. It was knocked down for £650. Other desirable models were courtesy of Enid Blyton. A Corgi No.804 Noddy Car finished in yellow and red with Noddy driving on his own fetched £80; whilst a Noddy Car with Big Ears and Mr Tubby, in the same colour scheme, was very close to mint and realised £130. Both models were boxed.

Military buffs would not have wanted to miss

the Spot-On No.417 Army Field Kitchen finished in olive green, with a white interior and metal hubs. Not a common sight, this excellent example sold for £180.

Bargains? well, what about a pre war Johillco Royal Air Mail Service Car finished in blue and still wearing its original white tyres? Not easy to find, this model found its way into the Skybirds range and was something of a snip at £40. ■

■ AUCTION REVIEW



Simply soldiers

C&T Auctioneers held a sale devoted to toy soldiers in June, which comprised 548 lots in all. The auction house's Glen Chapman reported plenty of interest and amongst the highlights of the sale was a Britains for CF Eckhardt complete City Imperial Volunteers Escort set. This rare example was contested to £3,400.

Another desirable Britains entry was set 94, the 21st Lancers, Heroes of Omdurman & Khartoum. In Foreign Service order, it was the extremely rare first

This interesting selection of Heyde British Army medical figures quickly found a new home.

version which resulted in something of a bidding frenzy, the lucky winner parting with £1,350 for the privilege of ownership.

The Britains set 78 was another gem: this was the Royal Navy Bluejackets group, with rifles at the trail, which was accompanied by a rare 1903 complete listing of Britains metal soldiers that had been folded to fit in the box. Again, bidding was brisk, the group finally settling on £800. ■

■ HOBBY NEWS

It's back!

UKTV has commissioned a second series of *Hornby: A Model World* for its leading factual channel, Yesterday. Produced by Rare TV, the new series

will once again go behind the doors of Hornby HQ in Margate, home to brands Hornby, Airfix, Scalextric and Corgi.

Hornby: A Model World is filming now and is set to air on Yesterday in 2023. ■

NEW RELEASES THIS MONTH



NOREV 1952 ROLLS-ROYCE PHANTOM IV

Price: £44.99 Scale: 1/43 Release: out now

The very limited Phantom IV in regal guise, dressed in Royal Claret over black. The shape is perfectly crafted and both the paint and trim are spot on.

» www.ayrey.co.uk

CORGI FORD CORTINA MK2 LOTUS - ANCHOR BLUE

Price: £35.99 Scale: 1/43 Release: out now

A very subtle interpretation of the Lotus Cortina, with the only clues being discreet badging and the shape of the side stripe. Gorgeous. Limited edition of 1,100.

» www.corgi.co.uk



More new releases reviewed at ccofgb.co.uk

■ AUCTION REVIEW

Ships, steam and songs...

Greenslade Taylor Hunt's last auction was held under the moniker of Collectables but it included a fair number of toys amongst the lots.

Of note was a large tinsplate Tri-ang Push and Go heavy duty crash truck in cream and red livery with an attached electric searchlight. The model had huge presence and although the light was untested, the bonus of a box propelled it to £50.

A collection of Waterline model naval ships was an

unusual lot: most were painted metal and by Wiking, Germany, the largest being 21cm long. Accompanying the fleet was a group of Erzgebirge style painted wooden harbour sections. The ensemble realised £110.

For railway buffs, the star lot was a 3 1/2 inch gauge live steam LBSC "Mona" 0-6-2 tank locomotive. Boasting green livery and 70cm long, despite the absence of boiler history and lacking an injector and grate, it nonetheless attracted plenty of bids

and sold for £750.

Obsolete Oz is fond of records and would have loved the Beatles' *Please please me* LP: this was the first UK mono version, with a sleeve that contained all the desirable credits. The auction house noted some surface marks and a few light scratches while the inner sleeve had an ownership inscription. Despite these faults it was rare enough to command £480.

Finally, for petrolheads, an Esso



This apple green steam-powered 0-6-2 locomotive had no history but quickly found a new home.

tiger plastic petrol pump globe was a wonderful find. Some 42.5 cm high, it came with a quartet of "I've Got a Tiger in

My Tank" rear bumper stickers. The globe was generally good albeit a little faded and scratched; it raised £350. ■

■ AUCTION REVIEW

Matchbox mayhem

Vectis certainly brings in the big bucks when it comes to Matchbox models. A recent sale saw a Regular Wheels 30c Faun Crane factory pre-production colour trial, with dark graphite cab and chassis without a rear brace, hand painted blue roof lights, a silver jib with a grey plastic double arm hook and bare metal base without tow guide sell for just over £4,000. That, though,

was small beer compared with the US market blistered Regular Wheels 25b Volkswagen Beetle. This was an unconfirmed Stannard Code with a metallic silver-blue body with rear silver trim but without red tail-lamps. Fitted with a turquoise green window and a gloss black base, it ran on 9.5 x 20 tread grey plastic wheels. An early example of the blister packaging, Vectis' estimate of £900 was too modest, the bug making £8,160.

The Regular Wheels factory pre-production model maker's prototype

model of an AEC Cement Silo Truck (which used the cab and chassis of the 51c AEC Tipper Truck) was equally interesting in orange and sold for £2,760 whilst £3,600 was needed to acquire the Regular Wheels 44a Rolls Royce Silver Cloud, this a Stannard Code 10 finished in metallic light silver-blue with mask sprayed front and rear silver trim but without red tail lamps.

On the train side of things, an ACE O gauge modern issue E/38 2-8-0 loco and tender in LMS maroon Class 8F No.8624

was near mint and came with instructions and its outer mailer. This made £600. An unused Hornby (China) R2485 (Live Steam) 4-6-2 LNER green A3 Class Loco No.4472 "Flying Scotsman", complete with control units, an oval of track, gloves, various tools plus an operator's manual, aroused much interest: the lot settled on £456. For the same money you could have bought the Wrenn W2283 4-6-2



Above: The fact that you could buy a real VW Beetle for £8,000 didn't seem to deter bidders.

LNER photographic grey A4 Class Loco No.4489 "Woodcock." ■



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www.instagram.com/ccofgb



www.youtube.com/CollectorsClubofGB

HOBBY NEWS



New from the Corgi Model Club

The next reproduction from the Corgi Model Club (that should be about to begin to arrive with early subscribers by the time that you read this) is No.231 Triumph Herald Coupé. Featuring a superbly recreated box that's as close to

the original as modern practices allow, this latest faithful 1/44 scale recreation was originally released in November 1961 and was in production until 1965. With its fully-opening bonnet, this feature was very new at the time.

Even if you're not a subscriber, you can buy

any of the releases so far (subject to stock) as a standalone purchase. This model will be available to buy on its own for £29.99, plus postage. But, as a subscriber, this would cost a whopping ten pounds less.

To find out more, visit the club's website at www.corgimodelclub.com. ■

HOBBY NEWS

N gauge show

The hugely popular specialist International N Gauge Show is set to take place over the weekend of 10th and 11th September this year. The major two-day show is dedicated to all things N Gauge and is not to be missed.

Nearly 30 layouts

will be on display including modern image, steam, continental and American layouts; along with society displays and demonstrations. 34 specialist suppliers will also be attending.

Tickets are on sale NOW and must be purchased in advance at present via the website

to guarantee entry to the show in 2022. The organisers hope to sell tickets on the day but this decision will not be made until 15th August 2022 pending any changes to the Covid-19 restrictions.

Full details of all the exhibitors attending and to book tickets see www.ngaugheshow.co.uk. ■

COLLECTORS GAZETTE

Coming up NEXT MONTH

SEPTEMBER 2022 ISSUE



MUSEUM OF GAMES

Dust off your passport as we visit a museum dedicated solely to games!

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*Editorial contents may be subject to change where necessary

NEW RELEASES THIS MONTH

KING AND COUNTRY

WASH, SHAVE... AND EAT!

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Three dismounted tankers freshen up for breakfast, they know it's going to be a busy day and a violent one too... who knows when they'll get another chance...? A great little add-on set for all kinds of 'behind-the-lines' displays of German armour.

» www.kingandcountry.com



LEGO STAR WARS LUKE SKYWALKER'S LANDSPEEDER

Price: £174.99 Release: out now

Be transported to the desert planet of Tatooine as you build the first-ever LEGO® Star Wars™ Ultimate Collector Series version of Luke Skywalker's Landspeeder (75341). Use new building techniques and custom-made LEGO elements to recreate this iconic vehicle in intricate detail.

» www.lego.com



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Model Railways & Vintage Toys

Upcoming auctions:

23rd July 2022

24th Sep 2022

Model Railways, Vintage Toys, Diecast Models, Comics, Posters, Movie,
Music, Travel and Advertising Memorabilia & Autographs

What was the year?

Alwyn Brice turns back time and asks you to pin down the year.

Let's start with something light-hearted: it was the year that Post-it notes were commercialised. Those little coloured squares with sticky backs, in time, would brighten up office walls around the world.

In politics, Pierre Trudeau was elected the 17th Prime Minister of Canada: this would be his second term of office. In Africa, Zimbabwe became independent of the United Kingdom and Robert Mugabe was sworn in as President of the country that used to be called Rhodesia. Closer to home, in the Netherlands, Queen Juliana abdicated and her daughter Beatrix took the throne in her stead.

As for the natural world, the eruption of Mount St Helens volcano in Washington state

killed 57 people and caused some US\$3bn worth of damage. In Haiti, Hurricane Allen struck the area, killing 220 people but thousands lost their lives when Northern Algeria was hit by an extreme earthquake. Southern Italy also suffered a severe earthquake this year.

As ever, space was in the news when Voyager I, the NASA space probe, made its closest ever approach to Saturn. Steve Zodiac would have approved.

Information technology, with far-reaching consequences, stirred during this momentous year, when work began on ENQUIRE by Tim Berners-Lee. This system would eventually lead to the establishment of the World Wide Web; the rest, as they say, is history. In December, Apple made its first initial public offering on

the US stock market.

Pop music was alive and well, with The Pretenders releasing their first album, suitably named *Pretenders*. The law kept its eye on pop stars, though, Paul McCartney being arrested at Tokyo International airport for possession of marijuana. Pink Floyd also ran foul of the law when the group's *Another Brick In The Wall (Part II)* was banned in South Africa. It was also a year of tragedy within the pop scene: John Lennon was shot and killed in New York while Ian Curtis, the singer-songwriter of Joy Division, was found hanged. Off the British coast, the ship housing pirate radio station Radio Caroline, the MV *Mi Amigo*, sank.

At the cinema *The Shining* was released, which boosted Jack Nicholson's bank balance but

didn't do much for the hotel trade. *Fame* had teenagers aspiring to the world of performing arts while *Airplane*, with the manic Leslie Nielsen, had audiences in stitches; strangely, this film is never shown on flights... If you wanted more fun, then 9 to 5 with Dolly Parton would have appealed while music fans delighted in *The Blues Brothers*.

Arguably the most famous toy to appear in the shops was Rubik's Cube, which made its international debut at The British Toy and Hobby Fair, in Earl's Court. This frustrating puzzle would sell like hot cakes and became a household artefact. It was also the year that the Pac-Man video game was released (initially in Japan): this would later become the best-selling arcade game of all time.

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

LEFT
Pink Floyd's scholastic anthem wasn't welcomed everywhere.



LEFT
Spin-offs from Pac Man knew no bounds...



RIGHT

The female touch: three ladies decide to take over their boss's business.

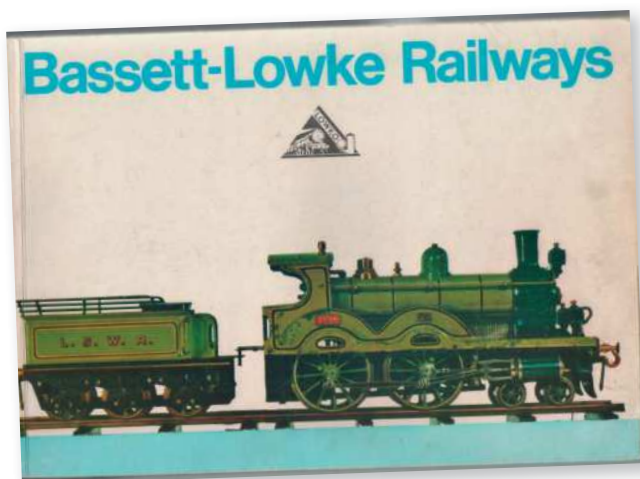
RIGHT

It's a square world: Erno Rubik had everyone twisting and turning.



Train books *revisited*

Mark Nolan goes back to the library for another look at the best toy train literature.



A year ago, in a feature on collectable toy train books, I was extolling the virtues of the Railway Room at Winchester Discovery Centre, aka the library. Having found an archive of eleven thousand train books I was keen to get stuck into it for your edification. As soon as the pandemic restrictions were lifted I hot footed it down to Winchester. Imagine my dismay when I found the library was partly closed for refurbishment. On enquiring about the railway room I was told it was moving to Eastleigh Library.

Now, Eastleigh was of course a major railway town, its existence being largely because of the London and South Western Railway (LSWR). They opened a carriage and wagon works there in 1891 and extended it to a full motive power depot in 1910. So it was sort of fitting that the Railway Room was being rehoused there.

Except it wasn't. A nagging misgiving proved to be prescient when I made tracks to Eastleigh. Alarm bells rang when no-one seemed to know where the library was. Eventually I found it on the top floor of a fairly new shopping centre; a more unsuitable place for a library cannot be imagined. The space was obviously too small to house any depth of interest, and the railway room had been pruned

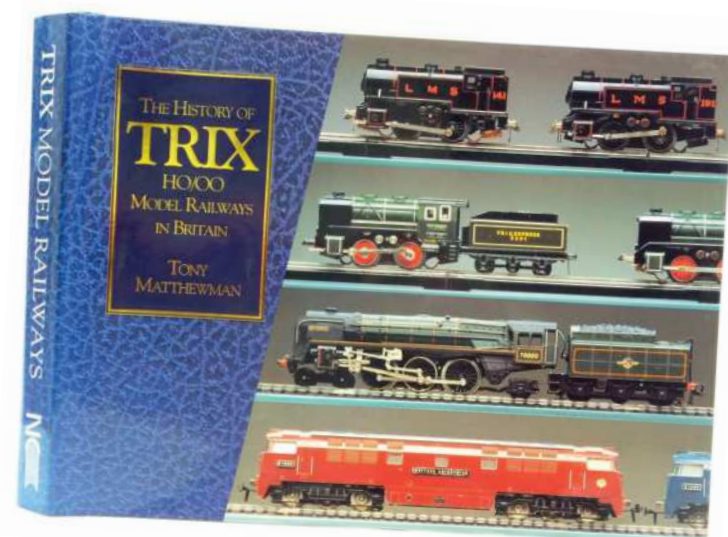
down to a small corner, featuring a cross section of the collection, and favouring, according to the librarian, "anything relevant to Hampshire".

Even worse, the online catalogue for the railway collection had disappeared. It bore no sign of even the most popular of our books; Pat Hammond's history of Tri-ang Railways. In fact, none of Pat's books had survived the cull. Which leaves ten thousand railway books and painstakingly archived railway documents in limbo and at risk in an unknown location.

This is a symptom of a growing problem. What has been described as a wholesale pogrom of specialist documents and literature is taking place on our watch in institutions and academic establishments. Libraries and museums are being stripped of funding and pushed towards populist policies. Vast national resources are being quietly dispersed or dumped. Too expensive to house and maintain; too niche, not mainstream or popular enough to engage the post millennial i-generation.

DIGITISATION

I blame the internet. It's great that the entire *Meccano Magazine* has been scanned and put online for free access for all of us, but it's made the paper versions almost worthless. It's great that we can trawl archives of film on Youtube,



and pirate radio recordings we thought we'd never hear again on Mixcloud. It's great that collectors can find obscure toys using an online marketplace, especially if they can't get to toy fairs because of age, disability or distance. It's not so great when swapmeets disappear as a consequence.

It's great that bus journeys can be plotted with an app. It's not so great when the bus companies discontinue issuing paper timetables as a result.

I get that dead tree storage is expensive. We've all seen what happens to books which end up in a shed for even a short time. The question is; are we prepared to pay to take care of our inherited archives and paper resources? On current evidence, the answer is no.

ART OF HORNBY

First up on the essential bookshelf

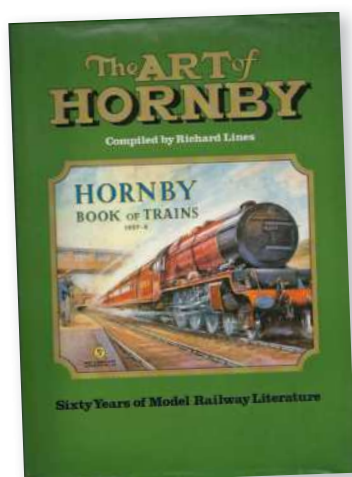
ABOVE LEFT

'Bassett-Lowke Railways; a Commemorative Edition' 1969. This is a compendium of selected pages from previous Bassett-Lowke catalogues 1902-1963.

ABOVE

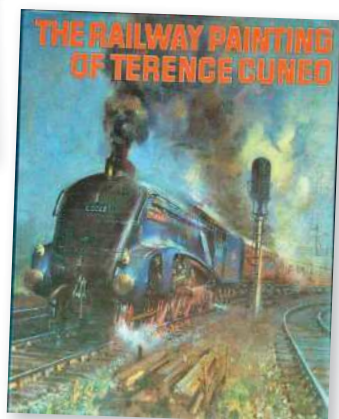
'The History of Trix HO/OO Model Railways in Britain', Tony Matthewman 1994. Unpicking the convoluted history of Trix trains, including their complex relationships with other manufacturers like Bassett-Lowke, Bing and Liliput, is no mean feat. This volume continues the format of the high standard of research and pictures established by the New Cavendish Books series.

collection is *The Art of Hornby* by Richard Lines. Subtitled 'Sixty years of model railway literature', this well written tome comes from the pen of an actual Lines Brother, so you can't get much more authoritative than that. With 100 pages of colour and



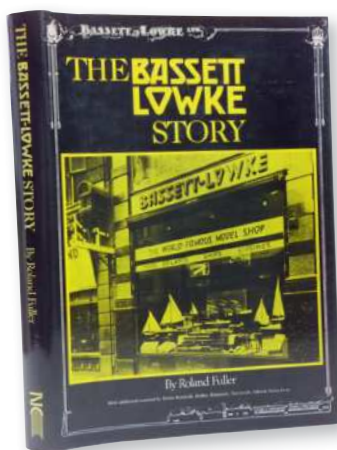
LEFT

'The Art of Hornby' by Richard Lines, 1983. This well written tome comes from the pen of an actual Lines Brother so you can't get much more authoritative than that.



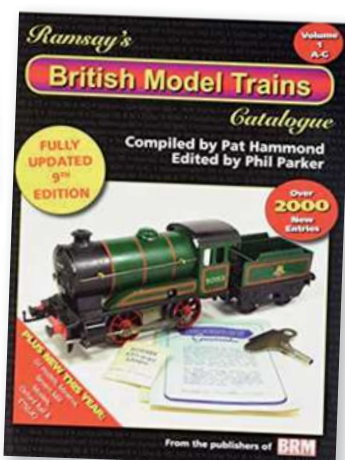
RIGHT

'The Railway Painting of Terence Cuneo' by Allen Levy, 1984. Starting with 'Tri-ang', through 'Triang-Hornby' and into the 'Hornby Railways' period, Cuneo featured on at least nine catalogues and brochures between 1962 and 1974.



LEFT

'The Bassett-Lowke Story', Roland Fuller, 1984, another classic from the New Cavendish stable. Good on the company history and personalities involved.



RIGHT

'Ramsay's British Model Trains Catalogue'; ownership of at least one of these invaluable directories is a no brainer for even the most casual collector. The latest edition compiled by Pat Hammond and edited by Phil Parker comes in two parts and includes over 2000 new entries.

black and white photos, Richard traces the progress of Hornby model railways by reproducing some of the associated literature, including all the catalogue covers from the 1925 Hornby Book of Trains up to the publication date of 1983.

TERENCE CUNEO

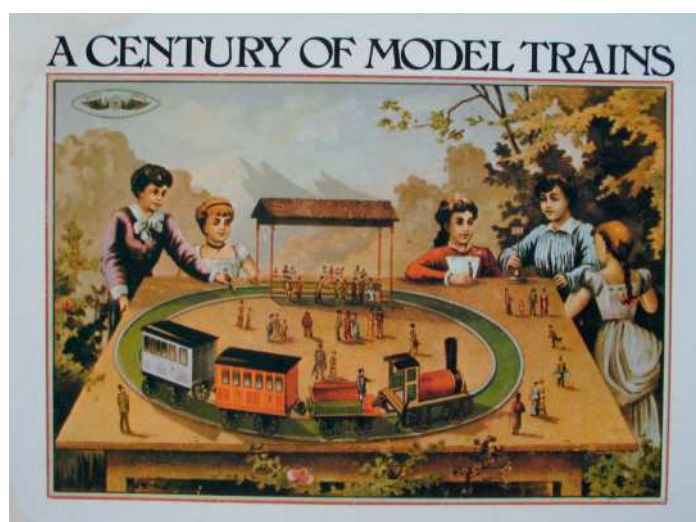
Not strictly toy trains, but as Triang Hornby made such extensive use of Cuneo's subtly intense artwork for its catalogue covers, he has a huge brand association. Starting with 'Tri-ang', through 'Triang-Hornby' and into the 'Hornby Railways' period, Cuneo featured on at least nine catalogues and brochures between 1962 and 1974. Fittingly he also

features on the cover of two of Pat Hammond's seminal books on Triang Hornby and Hornby Railways.

There are a couple of books about Cuneo available; *The Railway Painting of Terence Cuneo* by Allen Levy, 1984 gives an entertaining overview of the man and his work. A later book *Terence Cuneo: Railway Painter of the Century* by Narisa Chakra, 1999, takes a deeper look at his technique and features more of his work outside the UK.

BASSETT-LOWKE

The Bassett-Lowke Story by Roland Fuller was published by New Cavendish Books in 1984. It is particularly good for the company history and personalities involved.



ABOVE

A Century of Model Trains, Alan Levy 1987. A coffee table classic, this book set a new standard at the time for its photography and accuracy.

The story of Wenman Joseph Bassett-Lowke, who founded arguably one of the greatest model engineering firms of all time, is told from recollections of Roland Fuller who worked for the company from 1919 and rose to become general manager in its later years. The book is copiously illustrated from the firm's archives and family sources. Bassett-Lowke was a dedicated patron of the arts, and his association with Charles Rennie Mackintosh and Peter Behrens led to several houses in Northampton being designed by them.

Bassett-Lowke was essentially a sales organisation, contracting manufacturing manufacturers such as Twining Models and Winteringham Ltd, also of Northampton. The company also carried models made by Bing and Märklin.

Another good B-L publication is *Bassett-Lowke Railways a Commemorative Edition*. This is a compendium of selected pages from Bassett-Lowke catalogues 1902-1963. Produced in 1969 with 136 pages of photos, diagrams and tables, including items which were then available, it was one of the first books to republish pages from old catalogues.

TRIX

The History of Trix HO/OO Model Railways in Britain by Tony Matthewman, 1994 is a comprehensive study based on six years of research. The development of the Trix model railway system was very complicated and Tony Matthewman does a fine job of unscrambling the company history, along with detailed descriptions and illustrations of the products. Trix started out as a pioneering 3-rail 14V AC coarse

scale system and finished up as a 2-rail fine scale system with 12V DC operation. The company changed hands many times, starting off with a connection with Bassett-Lowke, and the story is further complicated by its links with the German Trix system and Liliput of Austria.

COFFEE TABLES

Allen Levy published the first major illustrated review of the collectable trains in *A Century of Model Trains* in 1974. It was a chronological review from 1870 to 1970. A coffee table classic, the book set a new standard for its photography and attention to accuracy. Its success paved the way for a slew of toy train company histories which have strongly influenced the hobby in its many guises ever since.

THE UK TRAIN DIRECTORY

Ramsay is a name long established in diecast model circles. Originally listing the likes of Dinky, Corgi and Lesney, the first version launched in the early 1980s. The train edition started in the late 90s. *Ramsay's British Model Trains Catalogue* is now in its 9th edition.

Ownership of at least one of these invaluable directories is a no-brainer for even the most casual collector. The latest edition compiled by Pat Hammond and edited by Phil Parker comes in two parts and includes over 2000 new entries, including DJ Models, Minerva, Severn Mill Models, Oxford Rail and ETS (UK). The insistence on including price estimates has always been a bugbear for the compilers. However, prices are still a useful metric even though they are so subjective and variable. **CG**

Getting a head start

Ever thought about collecting Airfix bagged kits?
Alwyn Brice looks at the allure of the iconic header card.



People collect all manner of things, don't they? I've met a chap who liked milk bottles and someone who was into coat hangers (yes, really – a closet collector, perhaps?). Diecasts, stamps, coins, lead figures, banknotes... you name it. But there are also people who collect kits.

The history of Airfix doesn't need repeating here but suffice it to say that one Nicholas Kove, a Hungarian, spotted an opportunity for injection moulded household goods (especially combs), and established his company in 1939. A deal with tractor maker Ferguson a decade later saw an assembled model take shape, which was subsequently marketed as a kit. Airfix wasn't the first to capitalise on this genre, though – that honour went to Frog, who retailed aircraft models under the Penguin banner. Tractors led to classic sailing ships and the rest, as they say, is history.

The public appetite for kits was enormous, especially during the 1960s. It was *the* hobby for most boys (and a few girls), and there were numerous kit manufacturers. But Airfix

continuously innovated; its range grew and grew, and in time covered everything from birds to boats and historical figures to space exploration. Any youngster would have been hard pressed not to have found something of interest to build within its catalogues.

A deal with Woolworth really secured Airfix's future but initially doubts were cast on the retail cost: boxing up a kit was not a cheap exercise. Airfix thus came up with the idea of a header card and plastic bag, launching a base range (Series One) for the impecunious.

ART FOR ART'S SAKE

Today, 70 years on (the first bagged kits were marketed in 1952), it's a case of nostalgia with a capital N for any baby boomer. These bagged kits have special appeal, for so many modellers cut their teeth (and sometimes their fingers) on them. My first solo foray was with a Folland Gnat although my father had already assembled a Travelling Crane and a Railbus for my railway layout. In those days, Woolworth was the kit builder's first port of call, although model shops were also starting to flourish.

So what's the appeal all

these years later? Well, for the historian, the bagged kit represents a fabulous opportunity to chart a model's evolution. Injection moulding techniques permitted a repeat process that could be continued almost ad infinitum once the tooling had been executed. Yes, moulds do wear, but thousands and thousands of kits could be extracted before the need for retooling occurred. So, as the bag contents didn't change, Airfix simply had to refresh the header cards. As anyone who has built a bagged kit knows, the header card doubled as a visual attraction and an instruction leaflet, with a potted history thrown in for good measure. At a stroke it was a marketing (and economical) success story.

If you look at Airfix aircraft, you'll see that the very earliest artwork was a little sketchy and rather two dimensional looking. This steadily gained in realism until artist Roy Cross came on board in 1964. His first offering was a dramatic image of the Dornier Do 217, and so successful was the painting that he was soon employed revamping much of Airfix's design

ABOVE LEFT

Not many Airfix aircraft were turned out in red: here are two early examples.

ABOVE RIGHT

Bren Gun Carrier came in two variants but interestingly, the second version wasn't a redesign.

BELOW

Several models, like this Series Two Tank Transporter, didn't remain in bags. Possibly their multitude of parts caused Airfix breakage problems and complaints?





ABOVE

Artwork by Roy Cross breathed new life into existing models.



ABOVE

Another simple kit of a famous aircraft, the Tiger Moth gained from more exciting artwork.



ABOVE

Airfix's Walrus, a bigger, Series Two kit, finally ended up in a box.

output. He excelled in portraying an enticing product within often very tight parameters and I'm sure it was largely his artwork that raised the Airfix name to fresh heights - and introduced the brand to new consumers. After all, the picture sold the kit.

EVOLUTION AND COLLECTING

Not all bagged kits went through several refreshes, of course, so if you are keen on charting a kit's history, then go for the late 1950s examples. Take the Walrus seaplane, for example: this went through two bagged versions before ending up as a boxed kit. Acquiring the set is satisfying, needless to say. Biplanes are also a good hunting ground for continuity, since several began life in the late 1950s. The Fokker Triplane, RE8, Tiger Moth, Albatros and Gloster Gladiator are just some examples - and they regularly turn up for sale on a well-known auction site, in their bags, unmade.

Not everybody collects (or collected) aircraft, though. If continuity and progression is what lights your candle, then consider the Trackside series of buildings. Introduced as an adjunct to HO/OO model railways, an initial set of six buildings fulfilled the railway modeller's dreams. These all went through realism along the way: the Signal Box, in particular, underwent several transformations. Extra models (like the Windmill and the Church) were added later, as indeed were more railway station-centric models like canopies, fencing, platforms and the like.

Getting away from progression, some collectors take an interest in the Series Two kits.

These were a bit larger and more expensive than Series One and in time, most would eventually gain from boxed format. It is thus interesting to compare the two types of packaging; generally, the contents are the same.

Another avenue that can be explored is that of the export kit. I confess that I have no idea just what percentage of Airfix bagged kits went overseas, but obviously a lot did. In foreign markets the header card was usually reworked. The image would quite possibly remain the same but the language would be altered to suit. Thus you can collect the foreign version of a domestic product; and in certain cases, there's the bonus of the plastic parts being a different colour, which adds further appeal. I've come across early export kits with the little rubber-like pouch of glue still intact inside; probably of no use whatsoever today, it's a reminder of Airfix's marketing and forward thinking. Okay, so you needed to purchase paint for realism (hands up if you remember those little glass jars), but the glue ensured that the purchaser could actually sit down and build the model straightaway.

If you fall in love with Airfix's marketing genius and decide to collect bagged kits, you'll be in good company. However, you may not need the actual kit so, helpfully, there is a market for just the header cards, and these are readily available. As for kit prices, this is a hugely variable factor. I've seen early bagged kits touted around £100 but equally, early kits turn up for £20 or less. Much depends on the version and on the subject's scarcity - not everything manufactured by Airfix sold in its millions.

Happy bagging! **CG**



ABOVE

The Grumman Gosling story, in three episodes; its moulding colour changed along the way.



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Army manoeuvres

In the first of three features, **Alwyn Brice** dons his combat gear to take a look at what's collectable in the military field.

For reasons unknown to me, the military toy side of our all-embracing hobby seems to be something of an ugly sister. For every collector of khaki-clad vehicles there are probably ten times that number amassing model buses and vans and cars. Maybe it's because colours are a bit more limited ("Would you be wanting that in green, sir?) or maybe because the subject matter doesn't endear itself to all and sundry – whatever, it's a smaller marketplace. But that doesn't mean to say that the sector is lacking in interest, as these articles will hopefully point out.

Each issue I'm going to showcase a limited number of manufacturers, for I cannot hope to cover the entire military output in the space of three issues. So there will be an element of selection: apologies in advance if your favourite maker isn't mentioned!

TINPLATE TREASURES

We'll begin with tinplate, because, historically, this is where it all started. The oldest (commercially

produced) military vehicles date from Germany during the First World War, although arguably German output was at its zenith a couple of decades later in terms of quality. For German, read Lineol and Elastolin/Hausser: these two companies simply dominated the marketplace.

Lionel was founded in 1906, and a factory near Berlin was opened by one Wilhelm Wiederholz. Initial military toys comprised toy soldiers of 17cm size as well as 14cm. However, for many years 9cm figures were the company's best sellers, but by the 1930s the 7.5cm genre had taken over, the same scale popularised by Hausser. Incidentally, Lineol figurines are reckoned to be of a higher quality than those of its rival and often have thus survived better. Elastolin (strictly speaking, this was the brand name) actually predated Lineol, being established in 1904 by Christian Hausser. The company set up shop near Stuttgart and such has been the



ABOVE
Citroën army ambulance from Husky was merely a repaint of the civilian version.

similarity in products between the two that often collectors talk of both in the same breath.

For each company, in terms of vehicles, early production of horses and limbers and field equipment gave way to more mechanised subject matter as the business of warfare gained in sophistication. Tinplate was the medium employed for trucks, half-tracks and cannon: early on wheels and tyres were also formed of tinplate although rubber was used later for realism. The artillery often worked, as did the searchlight models, and many of the vehicles were copies of, or were based upon, the real thing. Pride of place for both companies must go to the 88mm flak gun, which featured detachable bogies and a fully movable gun, thanks to small operating hand wheels.

Today the tinplate models tend to attract a premium and finding complete, undamaged examples will require perseverance.

A DOG'S LIFE

Our very own Corgi Toys needs no introduction here. I like to view Corgi's military output in two phases: the classic items (from the 1960s) and the later ranges. After a spell in the 1970s and 1980s

when "playability" rather spoiled the look of some of its military offerings, in more recent years Corgi has really mined the Second World War (pun intended), and produced a large range of realistic tanks and soft skins.

The classic Corgi range is split between the US and the UK: whilst you'll find several vehicles in US livery (the VW Campervan, an Oldsmobile Staff Car, a Mobile Canteen and Tanker, for example), the UK side is well served by the Bloodhound, Thunderbird and Corporal missile sets. Its Rocket Age production is undoubtedly Corgi's claim to fame for this particular writer. From the affordable Land Rover and trailer with its metal Thunderbird missile, through the airfield radar van and Bloodhound launch pad to the mighty Corporal missile with attendant carrier and launcher, here was something to excite any child. Although nothing could actually be fired, the imagination most certainly was. The biggest set of the lot was truly something to covet and (extremely) lucky would have been the recipient of such: whilst the Corporal items weren't included (Corgi would have had to reinforce the box, I reckon), everything else



RIGHT

Monochrome catalogue details the Astra Pharos range: pride of place on the cover goes to the biggest searchlight.



ABOVE LEFT TO RIGHT

This Astra multiple rocket launcher was a superb model, allowing the owner to fire the rockets singly or in salvos. How's that for play value?; Round base searchlight from Astra was by no means the company's biggest; Astra field gun was well designed and fully functional - even down to sound effects.



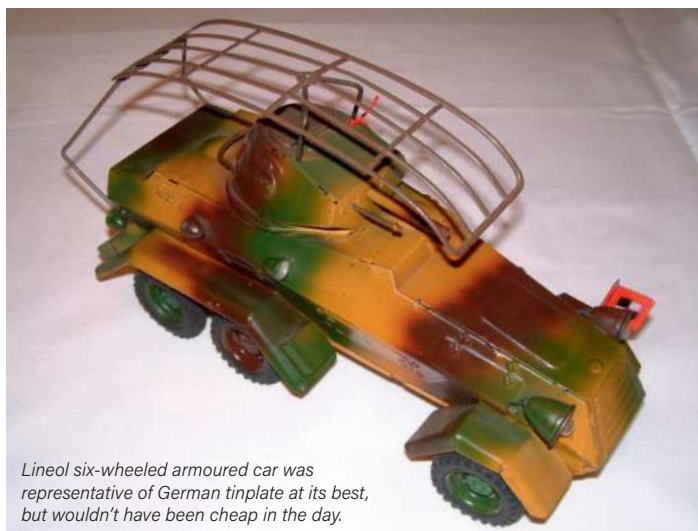
ABOVE

Hausser ambulance was robustly made; the company's tinplate vehicles can still be found today, which says something about their build quality.



ABOVE

The Corgi Corporal rocket and its beautifully engineered erector vehicle was truly a model to relish.



Lineal six-wheeled armoured car was representative of German tinplate at its best, but wouldn't have been cheap in the day.

was there, save only figurines. Presumably not commercially viable, Corgi sadly never bothered with the manufacture of a ground crew.

On to the smaller scale: for Husky aficionados, the company's production was modest by comparison. Repurposing some of its civilian models in khaki drab

gave sibling Husky an extended range: look out for the US Fuel Tanker, the Forward Control Jeep and the Citroen Ambulance, all of which are readily available, usually out of their blister packaging.

LET THERE BE LIGHT

Combine the firmament and a

lighthouse and what have you got? Well, a British company that was quite prolific in terms of rugged, no-nonsense toys that afforded youngsters plenty of play value in those halcyon, pre Elf 'n Safety days: Astra Pharos.

Astra (as it's often called) dates from around 1935 and whilst early production focussed on searchlights, the advent of the 1939-45 global conflict gave the company fresh impetus. Searchlights sat well alongside anti-aircraft guns and everything worked: the biggest searchlight could (reputedly) extend for a quarter of a mile whilst guns fired (qv) "harmless projectiles" and relied on amorces (caps) for realistic sound effects.

Pre-empting the 1960s Triang Battlespace series, perhaps, Astra also had the bright idea of kitting out flatbed O gauge rolling stock with guns and lights; rare today, one assumes that not too many found buyers, since you'd have needed the railway layout first.

Some of its lines were truly

awesome, like the pom-pom gun (based on the Swedish Oerlikon) that featured reciprocating barrels, just like the real thing: fully loaded, it had prodigious firepower, too. The six barrelled Rocket Gun allowed the user to fire singles or multiples; and the impressive AA gun on a cruciform chassis was fully operational (but at 42s or £2.10p, it certainly wasn't a cheap plaything for little Johnny). Coastal defence guns, field guns and howitzers were all manufactured too; and, thanks to their build quality, even when neglected and left out in the garden for weeks on end, their longevity is legendary and all can be tracked down today, with a little patience. Later products included working diecast traffic lights - and somewhere along the line, a functional lighthouse also appeared.

Today, prices seem to be creeping up for the best specimens, especially when boxed; and, amazingly, that buff utilitarian packaging is still about, all these decades on. **CG**

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A day out at the races

Taking a look at the Britains Famous Racing Colours series.



It all started way back. The accepted date is 1762, and in October that year the Jockey Club made a decision to adopt certain colours for their members. Mind you, we're not talking about any Tom, Dick or Harry here: although there were three Commoners within the hallowed portals of this establishment, for the most part it was the realms of the Viscount, Lord, Baronet, Duke, Marquis and Earl who made up its composition. They had plenty of disposable income, you see, and this was required if you were going to devote your spare time to the turf.

The individual colours would, it was felt, better identify and distinguish the jockeys as they pounded along the track. This was all the more important on dank, muddy days, when the chap in the saddle might end up the same colour as his mount. So, the first lot of colours was duly introduced, comprising 17 in all.

The material employed for the shirts in this instance was silk (presumably because the fabric was both light and warm) and, in the course of time, jockeys' colours became generically known as "silks". So that's the history lesson over.

Fast forward a bit to the early 20th century and we stumble upon the toy manufacturer of WM Britains going great guns. Or rather, it wasn't. In the years subsequent to the Great War there was a noticeable shift in the type of output. Britains, as a name, conjures up different things for different age groups: lead figures for the older generation, plastic and diecast and resin for the younger reader. By the 1920s it had manufactured a great many war-themed toys and was well known for this kind of product. However, maybe because the 1914-18 conflict was still fresh, customers were looking at other types of toy. Unfazed by this incipient trend

ABOVE LEFT

On the right here you can see an example of a damaged figure. The jockeys often lose a leg, if you're not careful.

ABOVE RIGHT

Although this is a later repaint and not the original figure of the Duchess of Norfolk, you can still clearly see how the picture of Mickey Mouse was used on the box. There's also an emblem on the jockey's silks.

in pacifism, Britains simply switched its focus and moved into civvy street, matching the national mood. Thus the 1920s are quite a rich period in the company's history when it comes to non-military subject matter: it was goodbye Zulu and hallo Village Idiot, in some degree.

In 1924, almost as a precursor, the hunting series of horses, horsemen (and women) and dogs was introduced. It was, of course, a less politically correct time: I doubt that any manufacturer then could have dreamed that the whole "unspeakable in pursuit of the inedible" faction (as Oscar Wilde so aptly put it) would ever be outlawed. But times change. The hunting

theme, if current toyfairs and swapmeets are anything to go by, was very popular: as single items they are not uncommon these days. Perhaps inspired by this, a year later Britains launched the Racing Colours series. These were individual models comprising a standing horse of 90mm in height and a detachable jockey. They were attractively, if simply boxed, the pre-War artwork being more decorative than that of the post-War years. Boxes were finished with a script that denoted the contents within so the buyer could easily tell which silks were being sported without having to open the box.

What is the attraction of this series? That's easily answered.

**ABOVE**

Sir Victor Sassoon - grey horse, jockey colours: pale blue cap and mustard silks with pale blue hoops. Among his significant performances were wins in the Epsom Derby, Epsom Oaks, 1,000 Guineas, 2,000 Guineas, St. Leger Stakes, King George VI and Queen Elizabeth Stakes. Today his stable is owned by Darley Stud Management.

**ABOVE**

Sir Hugo Cunliffe Owen - black horse, jockey colours: white cap, green silks with white hooped arms. Cunliffe Owen was a famous British industrialist and became director of the American Tobacco Company in 1902 before retiring in 1945. He won the Epsom Derby with his horse Felstead in 1928, although many consider his best horse to be Rockfel.

**BELOW**

Lord Derby - grey horse, jockey colours: white cap and black silks.

**BELOW**

D H Jackson - black horse, jockey colours: red cap, blue silks with red trellis to chest and back.

Since each jockey was finished in a different colour scheme, there is the enjoyment to be gained from building up a row of these lead miniatures for display purposes. Some of the owners' names were quite famous, others much less so. Leaving aside the obvious owners such as the Queen, the Queen Mother and Winston Churchill, you can delve into the history books to swot up on past titled gentry, which is actually an exercise in itself. That way you'll get to know the subject matter rather better. Remember the Aga Khan (immortalised in the Peter Sarstedt song, "Where do you go to my lovely?"): his colours are represented in the range.

Then there's the eccentric Miss Dorothy Paget, the multi-millionaire whose extravagant (and frequently bizarre) lifestyle gave the press a field day every time she attended a race meeting. In all, there's several dozen to collect should the whim

take you; and whilst the early examples are based on British colours, Britains later added American and Canadian into the mix, presumably just to eke out the range. Horses are either brown, black or grey, so there's some variety to accumulate. Interestingly, there were also white, unpainted jockeys which were retailed on pre-painted steeds: the idea here was that the buyer could then add the silks of his or her choice.

If you opt to start collecting these miniatures, then be aware that condition is all important. Frequently you'll come across damage to the whip or to the rider's boot ends. Paint does tend to chip, also, as you'd expect with any Britains lead product and given that the oldest of these mares are now getting for a century, it's no wonder. However, these models may have survived better than most lead toys, because they didn't really lend

**LEFT**

Mr K McLean - brown horse, jockey colours: red cap and black silks with red arms and yellow chest hoops.

themselves to play: the riders and horses were transfixed in static poses and probably were of little interest to a child, making them articles to tuck away in the china cabinet for distant admiration.

Finally, a word about values. Norman Joplin makes a brave stab at values in his reference book but like anything purporting to be a price guide, it's just that:

a guide. Single combinations, sans box, can be had for under £100, depending on condition and the colours in question. The top values are reached for the Duchess of Norfolk's colours, whose jockey wears a black shirt with a Mickey Mouse emblem: this variety has gone into four figures! But it's extremely tough to track down. **CG**



10 minute TOY EXPERT!

Britains

When it comes to famous names in the world of toys there are few bigger or better than Britains, a brand synonymous with toy soldiers but also famed for its farm toys, civilian figures and much, much more.

The Britains story begins way back in the first few decades of Queen Victoria's long reign. It was around the early 1850s that a young, adventurous William Britain (1828-1906), a 'Brass Finisher' by trade, moved from the Midlands to London to ply his trade making brass taps, stop cocks and small brass fittings to supply the capital's rapidly developing domestic plumbing industry. After spells living in Clerkenwell the Britain family moved to 3 Grove Cottages, Barnsbury Grove, Islington, and it is here where William Britain was first recorded as a 'Toymaker' both in the Census of 1871 and on the birth certificate of his son Edward (born April 1871). It is thought, however, that Britain had made toys for several years prior to this but had not relied upon the toy trade to earn money to provide for his rapidly expanding family. These early toys were thought to be mainly mechanical toys emulating those being imported into Britain in high numbers from Germany. William Britain was obviously very skilled in the art of metalwork and he must have realised the great financial potential in making toys that he could sell at a cheaper price than the imports.

William Britain Junior was born in December 1859 as the fifth child and first son of William

and Anna Britain and when old enough he joined his father in the family business. William Britain Snr and his wife Anna Maria had eight children in total, most of whom helped out in various ways during the early growth of the business. It was William Jnr however, and his brothers Alfred and Frederick who were to play the leading roles as the company expanded in later years.

Various toy patents were taken out by Britains as it ventured into the mechanical toy trade in the early 1880s. Patents for mechanical toys were known to have been applied for in 1884, 1886 and 1888 and Britains products around this time included the 'Waltzing Couple' and 'Tea Drinking Mandarin' both of which sold well, creating capital wealth for further development.

In 1889 William Britain Junior married Lucy Ashton and with William Snr, by now 60-years-old, his father took more of a back seat in the business allowing his son to flourish. It was William Britain Jnr who is largely credited with pioneering the introduction of the new hollow casting or slush casting process to the company that was to catapult Britains way ahead of its competitors from 1893 onwards. This revolutionary new technique not only produced a more pleasing end product but it also saved metal, thus making Britains toys both more appealing to children and also more affordable. When poured into the mould the molten metal was allowed to coat the inside walls like a skin before being poured out through a draining hole as the mould cooled. Thus, when the mould was opened the formed figure was hollow



ABOVE

To begin with Britains would produce miniatures exclusively for the London store Gamage's.



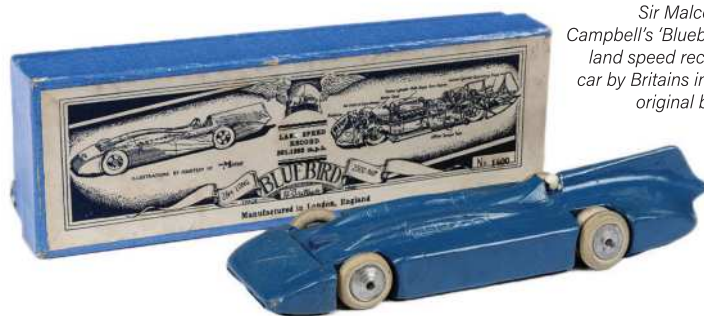
ABOVE

As the years rolled on, Britains began to favour plastic more and more, like the Deetail models seen here.



LEFT

After excelling in metal miniatures, Britains then turned its attention to plastics. Pictures Courtesy of Vectis Auctions.



BELOW
Sir Malcolm Campbell's 'Bluebird' land speed record car by Britains in its original box.

BELOW

Along with toy soldiers, Britains has also become famous for its range of farming models.



BELOW

Throughout the years, Britains has turned its attentions to many periods and numerous subjects.



William Britain Junior's son Dennis joined the firm and expanded the range of figures that Britains produced, including this rather charming Sharp's Sir Kreemy Knut. A very dapper figure indeed!



Dennis also launched Britains into the world of licensing and it made a number of licensed products from the likes of Disney. Here you can see the best-selling Felix the Cat figure.

inside. This process had already existed in fairly primitive forms prior to Britain's refinement and subsequent development of it. It was Britains, however, who really embraced the process and took full advantage of it. William Britain Jnr had been working on refining this process for many years prior to 1893 but it was only when he felt that the method was reliable and sustainable that a contract was agreed to supply Gamages toy shop in London with lead figures.

The importation of toys from Germany was prolific at this time and toy soldiers were amongst the most popular sellers. Britains now turned its full attention towards hollowcast figures. By the early 1930s Britains employed more than 400 workers and its catalogue had grown to include 430 plus sets with production exceeding twenty million models per year.

In 1922 William Britain Junior's son Dennis joined the firm and would go on to become its leader in later years. He was responsible for designing the Zoo animal series and several advertising models including the much sought after Nestle 'World Cow' and Sharp's Sir Kreemy Knut, along with the large model of Felix the Cat that became a best seller. It was also Dennis Britain who was the driving force behind the production of the Britains Walt Disney figures after approaching the Disney Empire at its London based office.

Production was affected during World War Two as the use of metal was strictly controlled by the government. After the war came some classic Britains toys including a diecast Fordson E27N tractor in the farm series, made with a several different wheel variations. These super model tractors are now keenly sought after by collectors. It also produced a splendid model of Sir Malcolm Campbell's 'Bluebird' land speed record car that had a removable body and a box with a detailed cut-away illustration of the super sleek vehicle.

During the early 1950s Britains worked closely with W. Horton Toys and games making the 'Lilliput' series of miniature toys. Many of these were farm related including another charming miniature version of the Fordson E27N tractor.

Things were changing rapidly in the toy soldier industry and by the late 1950s plastics were becoming hugely popular with companies like Herald and its designer Roy Selwyn-Smith putting pressure on Britains to move more with the times. Britains eventually bought out Herald in 1959 and plastic figures slowly became the core of Britains business during the 1960s, with hollowcast figures finally being phased out in 1966.

1976 saw the introduction of Deetail plastic figures with metal bases. Manufacture of these figures was transferred to the Far East not only for reasons of cost but also to enhance their quality and detail.

Following the retirement of Dennis Britain in 1984 Britains Ltd was sold to Dobson Park Industries who re-named the company Britain-Petite. In 1997 this company was acquired by Ertl of Iowa, famed for its farm and agricultural toys. Ertl itself was then purchased by Racing Champions a large American toy and construction kit maker with production being moved to China.

In 2005 the Britains brand changed hands once again after being acquired by First Gear – a small American diecast toy maker. Having gone through so many changes of ownership Britains was now back in the hands of a small family run business which is committed to maintaining the Britains long established reputation for detail and quality.

So happily the Britains name is still alive and kicking in the toy world today.

Whatever you collect and whatever your specialist area might be the chances are that Britains Ltd will probably figure in it somewhere such is the vast range of toys it has produced through its long fascinating history. **CG**

Famous Faces:

JURASSIC PARK

Remembering collectables that found fame through the silver screen.

One of the most outstanding adventure films of the 1990s, and possibly all-time, has to be *Jurassic Park*. Directed by Steven Spielberg and based on the novel by Michael Crichton, *Jurassic Park* was one of the first films to make extensive use of CGI.

The concept behind *Jurassic Park* was that scientists from bio-engineering company InGen had discovered dinosaur DNA in mosquitoes that had been found trapped in prehistoric amber. That DNA was then used to clone various types of dinosaurs and these were raised on a Caribbean island to be exhibits at a safari park type of attraction. Unfortunately, due to a combination of a freak storm and industrial espionage by a rogue employee, the electric fences are turned off and the dinosaurs are able to run amok on the island!

JURASSIC PARK MODELS

There were several diecast models based on the film, although possibly not the ones you would expect. Rather than modelling the Jeep Wranglers or Ford Explorer tour vehicles, which were prominently seen on film, Kenner instead produced a range of diecast model dinosaurs. There were seven twin-packs produced, making a total of 14 dinosaurs to collect. The models were about 5cm long and were mounted on stands. They were nicely detailed casings and were beautifully painted; in effect they were more like ornaments than toys.

The figures were not to scale, just in 'fit the pack' sizes. Several

of the dinosaurs were featured prominently in the first movie, although others were not seen in it and were probably just there to pad out the range.

THE LOST WORLD: JURASSIC PARK

The 1997 sequel was again directed by Spielberg and loosely based on the follow-up novel by Michael Crichton. John Hammond, deposed as chief of InGen after the *Jurassic Park* scandal, sends Ian Malcolm to neighbouring island Isla Sorna, where the dinosaurs for *Jurassic Park* were bred, to see if they are prospering and get documentary proof. He is accompanied by a small team and upon arrival, they discover that the new head

of InGen, Hammond's nephew Peter Ludlow (Arliss Howard) has arranged big-game hunting expeditions on the island, led by ruthless mercenary Roland Tembo (Pete Postlethwaite). Once again, chaos quickly ensues!

The toy franchise for *The Lost World* went to Matchbox, which at that time was owned by Tyco Toys. This time the range consisted of diecast vehicles packaged with metal human and dinosaur figures. There were eight items in the range; six regular sized vehicles and two larger 'Rage Rigs'. Of the six smaller items, only one was a new casting; the rest were modified versions of models in the 1-75 range. Only one of the

models was accurate to the film; one was similar but inaccurate and the rest were just cobbled together from existing castings. However, the dinosaur figures were very well made and painted; they were actually better than the Kenner figures and were to a constant scale. The human figures were about OO scale, and were extremely well finished considering the small scale. Most of the figures were featured in more than one set.

MERCEDES 4X4

This was an all-new casting and was based on the armoured Mercedes M-Class vehicles used by Ian Malcolm's team. It was reasonably accurate, and painted in the correct two-tone



ABOVE
The Matchbox dinosaurs were very colourful. There were 14 in total and here you can see a selection of the best. Can you name them all?! Answers on a postcard!



LEFT
Based on the Unimog snow plough is this Rescue Truck.

BELOW
Dr. Malcolm prepares to put a baby T-Rex in the Skip Truck.



ABOVE
The Mercedes 4x4 has been fitted with an unusual turret.

green camouflage pattern, but for some reason it had a turret on the roof and two swing out arms, which the real vehicles did not. Included was a model of a Pachycephalosaurus, a small dinosaur with a thick, bony head, and a figure of Eddie Carr.

HUMVEE

This model was loosely based on a vehicle used by the hunting party in the movie. It was a Hummer with a large capture mechanism mounted on the front, although the real vehicle was a Humvee pick-up rather than the closed version modelled. It was painted olive drab with InGen symbols, and

(like the rest of the range) a non-prototypical movie logo printed on the top. It was packaged with a figure of Roland Tembo and a Velociraptor in beige and brown with black stripes.

HOOK TRUCK

Not resembling anything seen in the film, this was based on a Chevrolet tow truck, but with a modified rear crane. The twin hooks were supposedly for catching and carrying the enclosed raptor. The truck was painted olive green with InGen logos and a silver-grey plastic crane. Also included was a figure of Dieter Stark, one of the hunting party.

CHOPPER

This model was based on Mission Helicopter, a military style chopper in the Matchbox line. There were plenty of helicopters in *The Lost World*, but they were transport rather than assault types. The model was painted all black and had amber windows. Included was a grey plastic clip-on attachment that added machine guns, rocket launchers and a large grappling claw. It came with a figure of the crested dinosaur parasauralophus in orange with brown stripes, and another Eddie Carr figure.

RESCUE TRUCK

Based on a Unimog snow plough, this model had the rear canopy replaced with a high sided enclosure and working winch. The 'rope' was attached to a yoke that clipped around the neck of a baby stegosaurus, and could drag him up the ramp and into the cargo area. A figure of

a heavily armed Nick Van Owen was also included.

SKIP TRUCK

Although based on a Ford Cargo skip truck, this model really should have been called 'Cage Truck', as the skip had been replaced by an orange plastic cage. The hydraulic arms were longer to support the tall cage, which was intended to be lowered on to a terrified-looking baby T-Rex figurine. A figure of Ian Malcolm carrying another baby dinosaur was also in the set.

EXTINCT

All the models are now out of production, but they do turn up fairly often at toy fairs and on the internet for affordable prices. So it's possible to build up your own Jurassic Park with a range of vehicles and dinosaurs! It will be interesting to see if the current film in the series inspires any new models. **CG**



ABOVE
Here you can see the difference in packaging between the three manufacturers. Our favourite is probably the original Matchbox packaging.

eBay

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



♦ **Item:** Kenner Star Wars Boba Fett
Condition: mint on card, bubble in place with no signs of damage
Sold for: £2725 (37 bids)



♦ **Item:** LoneStar Harvey Series Naval figures, set number SP48
Condition: 2-man submarine missing its propeller, some wear to figures, otherwise good
Sold for: £471 (16 bids)



♦ **Item:** Lesney Matchbox Superfast MB29 Fire Pumper
Condition: original and near mint with hollow narrow 5 spoke wheels
Sold for: £720 (30 bids)



♦ **Item:** LEGO Ninjago Street Race of Snake Jaguar
Condition: excellent, brand-new and unopened in original retail packaging
Sold for: £1020 (10 bids)



♦ **Item:** Timpco Toys Knight
Condition: good with no visible signs of paint fatigue, original bright colours
Sold for: £1020 (2 bids)



♦ **Item:** Corgi Batmobile 267 1/43 scale
Condition: matte black 1st issue from 1966, complete with all accessories
Sold for: £691 (32 bids)



♦ **Item:** LEGO Star Wars Super Star Destroyer, set 10221
Condition: brand new in sealed box
Sold for: £800 (44 bids)



♦ **Item:** Shackleton Foden FG 6-Wheel Platform Lorry
Condition: excellent with good plus box, with working clockwork mechanism
Sold for: £515 (19 bids)



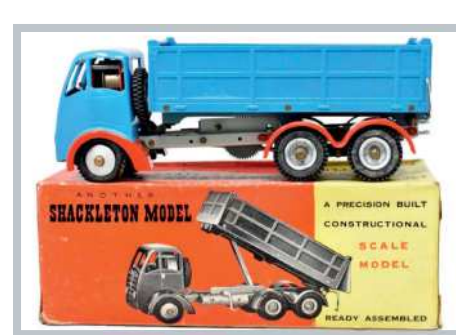
♦ **Item:** Kenner Star Wars Luke Skywalker
Condition: UKG graded 80%, well cared for and would display beautifully
Sold for: £2461 (35 bids)



♣ **Item:** Mattel HotWheels Rrrumblers Bone Shaker Skeleton Bike
Condition: good with some minor surface wear
Sold for: £645.55 (24 bids)



♣ **Item:** Kenner Star Wars Hans Solo, rare 12 back
Condition: excellent - bubble clear and firmly attached, factory waffle seal is evident all the way around
Sold for: £1871 (43 bids)



♣ **Item:** Foden F.G.6 Tipper Shackleton lorry
Condition: clockwork mechanism and steering in need of attention, otherwise good for age
Sold for: £580 (7 bids)



♣ **Item:** Matchbox Superkings K86 1981 VW Golf pre-production colour trial
Condition: near mint with a couple of very minute paint chips and some light corrosion
Sold for: £530 (6 bids)



♣ **Item:** Jaques & Son The Staunton Chessmen chess set
Condition: some minor damage to black pieces but excellent for age
Sold for: £621.50 (28 bids)



♣ **Item:** LEGO System Pirates Perilous Pitfall 6281
Condition: all pieces present and sealed, overall box condition was very good
Sold for: £860 (17 bids)



♣ **Item:** Mefferts DOGIC 12-colour Twisty Puzzle
Condition: rare sticker-less puzzle, excellent and working throughout
Sold for: £510 (34 bids)



♣ **Item:** Corgi James Bond Aston Martin D.B.5 No.270
Condition: mint with only a few storage marks to outer packaging
Sold for: £620 (22 bids)



♣ **Item:** Tri-ang Scalextric Model Motorcycle Racing Set MC1, 1962
Condition: near mint, all original pieces and leaflets but with slight blemish to outer box
Sold for: £661 (49 bids)



♣ **Item:** Scalextric 124 Super Box Set
Condition: all track and cars in working order, some signs of age-related wear
Sold for: £465.75 (6 bids)



♣ **Item:** Trench Enterprises puzzle advertising Coleman products
Condition: excellent, approx. 400 hand-cut pieces from 1932, set inside wooden picture tray
Sold for: £227.22 (15 bids)



♣ **Item:** LEGO Modular Café Corner Set (10182)
Condition: missing one piece but included box and instructions. Slight age wear to outer box.
Sold for: £880 (10 bids)



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PRICE GUIDE

This month we review the latest toy sales at Excalibur Auctions, British Toy Auctions, Vectis, Lacy, Scott & Knight and Wessex Auction Rooms



♦ **Marvel Incredible Hulk #6, 1963**, graded 3.0 (G/VG) by CGC. Steve Ditko cover and interior art, flat/unfolded. Presented slabbed and sealed. **Sold for £500, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #3, 1962**, third appearance of the Hulk, first appearance Ringmaster and the Circus of Crime. Jack Kirby cover and interior art, flat/unfolded. **Sold for £900, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #180, 1974**, graded 9.0 by CGC. First appearance of Wolverine. Len Wein Story with Herb Trimpe, Jack Abel cover and interior art, flat/unfolded. **Sold for £1500, Excalibur Auctions, June.**



♦ **Marvel Silver Surfer #11, 1969**, UK price variant, John Buscema cover and interior art, flat/unfolded. **Sold for £50, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #6, 1963**, UK price variant. Last issue of the original series, first appearances of the Teen Brigade and Metal Master. Steve Ditko cover and interior art, flat/unfolded. **Sold for £420, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #2, 1963**, graded 5.5 (FN-) by CGC. First appearance of Green Hulk and second appearance as a character. Jack Kirby & Steve Ditko cover and interior art, flat/unfolded. **Sold for £3200, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #181, 1974**, graded 7.0 (FN/VF) by CGC. First full appearance of Wolverine, Herb Trimpe cover and interior art, flat/unfolded. **Sold for £3500, Excalibur Auctions, June.**



♦ **Marvel Iron Man #1**, origin of Iron Man retold, Gene Colan, Johnny Craig cover and interior art, flat/unfolded. **Sold for £350, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #5**, first appearances Tyrannus, Jack Kirby cover and interior art, flat/unfolded. **Sold for £500, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #1, 1962**. Origin and first appearance of the Hulk, second only in value to Amazing Fantasy #15 on Overstreet's Top 50 Silver Age Comics list. Jack Kirby cover and interior art, flat/unfolded. **Sold for £8000, Excalibur Auctions, June.**



♦ **Marvel Conan #1, 1970**, first comic book appearance and Origin of Conan. First comic book appearance (cameo) of King Kull. Barry Windsor Smith cover and interior art, flat/unfolded. **Sold for £100, Excalibur Auctions, June.**



♦ **Marvel Iron Man & Sub-Mariner #1, 1968**. This one-shot featured an Iron Man story continued from Tales of Suspense #99 and continued in Iron Man #1, plus a Sub-Mariner story continued from Tales of Astonish #101 and continued in Sub-Mariner #1. Gene Colan and Bill Everett collaborated on the cover and Colan teamed with Johnny Craig on the interior art. Flat/unfolded. **Sold for £200, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #4, 1962**, Origin retold, Jack Kirby cover and interior art, flat/unfolded. **Sold for £480, Excalibur Auctions, June.**



♦ **Marvel Incredible Hulk #182, 1974**, graded 8.0 by CGC. First appearance of Crackajack Jackson and Wolverine, Hammer & Anvil appearances. Len Wein and Herb Trimpe cover and interior art, flat/unfolded. **Sold for £220, Excalibur Auctions, June.**



♦ **Marvel Star Wars #1, 1977**. The first issue for the Marvel Comics adaption of the blockbuster movie "Star Wars", signed on the first page by Howard Chaykin, flat/unfolded. **Sold for £160, Excalibur Auctions, June.**



♦ **Marvel Sub-Mariner #1, 1968**, graded 6.5 by CGC. Origin of Sub-Mariner retold and story continued from Iron Man & Sub-Mariner #1. Roy Thomas story with John Buscema cover & Buscema, Frank Giacoia interior art, flat/unfolded. **Sold for £420, Excalibur Auctions, June.**



♣ **Marvel Sgt. Fury and his Howling Commandos #1, 1963.** First appearances of Sgt. Nick Fury and his Howling Commandos ("Dum Dum" Dugan, Gabriel Jones, "Rebel" Ralston, Izzy Cohen, Dino Minelli, "Happy Sam" Sawyer, and Junior Juniper). Jack Kirby and Dick Ayers cover and interior art, flat and unfolded. **Sold for £1100, Excalibur Auctions, June.**



♣ **Marvel Astonishing Tales: Deathlok #25, 1974 UK price variant.** First appearances of Deathlok the Demolisher & Major Ryker. Backup story features George Perez's first comic book work. Rich Buckler cover and interior art, flat and unfolded. **Sold for £140, Excalibur Auctions, June.**



♣ **Dark Horse Next Men #21, 1993,** first print. Second appearance of Hellboy (his first in full color). Mike Mignola cover and art with John Byrne interior art, flat/unfolded. **Sold for £75, Excalibur Auctions, June.**



♣ **DC Superman #200, 1967,** graded 9.2 (NM-) by CGC. Brainiac appearance, Curt Swan cover and Wayne Boring interior art, flat/unfolded. **Sold for £140, Excalibur Auctions, June.**



♣ **DC Superman/Batman #1, 2003,** graded 9.6 by CGC. Diamond/Alliance Retailer Incentive Summit promotional issue. Jeph Loeb story, Ed McGuinness cover, Ed McGuinness, Dexter Vines interior art, flat/unfolded. **Sold for £48, Excalibur Auctions, June.**



♣ **DC Atom #1, 1962,** graded 5.0 (VG/FN) by CGC. First appearances of the Plant Master (Jason Woodrue) and Maya. Gil Kane, Murphy Anderson cover and interior art, flat/unfolded. **Sold for £220, Excalibur Auctions, June.**



♣ **DC Green Lantern #1, 1960,** graded 4.5 by CGC. First appearance of Guardians of the Universe and origin retold. John Broome story, Gil Kane cover, Gil Kane, Murphy Anderson, Joe Giella interior art, flat/unfolded. **Sold for £950, Excalibur Auctions, June.**



♣ **DC Flash #105, 1959,** first issue to feature the adventures of the Silver Age Flash, after a try-out run in Showcase (the numbering continues from the last issue of Flash Comics). Origin of the Flash is retold, and origin and first appearance of Mirror Master. Carmine Infantino cover and interior art, flat/unfolded. **Sold for £1600, Excalibur Auctions, June.**



♣ **Marvel The Ghost Riders #1, 1967,** UK price variant. Origin and First appearance of the Western Ghost Rider, Dick Ayers cover and interior art, flat/unfolded. **Sold for £110, Excalibur Auctions, June.**



♣ **Marvel Ghost Rider #1, 1973,** graded 9.0 by CGC. First solo title Johnny Blaze's Ghost Rider and first appearance (cameo) of Daimon Hellstrom, the Son of Satan. Gary Friedrich story with Gil Kane cover and Tom Sutton, Syd Shores interior art, flat/unfolded. **Sold for £850, Excalibur Auctions, June.**



♣ **Marvel Giant-Size Chillers: Curse of Dracula #1, 1974,** first appearance and origin of Lilith, daughter of Dracula and the only 'Chillers' issue before the title changed to Giant-Size Dracula. John Romita Sr. cover with Gene Colan interior art, flat/unfolded. **Sold for £70, Excalibur Auctions, June.**



♣ **Marvel Tomb of Dracula #1, 1972,** first appearances of Marvel's Dracula and Frank Drake, Clifton Graves appearances. Cover by Neal Adams with Gene Colan interior art, flat/unfolded. **Sold for £220, Excalibur Auctions, June.**



♣ **Marvel Savage Tale #1, 1976.** First appearance and origin of Man-Thing with Gray Morrowart and "The Frost-Giant's Daughter" by Robert E. Howard. The first Conan appearance outside of his own comic with Barry Windsor Smith art and Ka-Zar story. With John Buscema, Buscema cover and Gene Colan, John Romita Sr. interior art, flat/unfolded. **Sold for £420, Excalibur Auctions, June.**



♣ **Marvel Werewolf by Night #32, 1976,** UK price variant. HOT Book, first appearance and origin of Moon Knight. Currently #10 on Overstreet's Top 25 Bronze Age Comics Value List. Gil Kane and Al Milgrom cover with Don Perlin interior art, flat/unfolded. **Sold for £500, Excalibur Auctions, June.**



♣ **Marvel Amazing Adventures #1, 1961.** Origin and first appearance of Dr. Doom (the first Marvel-Age superhero), who later becomes Doctor Druid, and Torr appearance. Jack Kirby, Dick Ayers monster cover and interior art, flat/unfolded. **Sold for £400, Excalibur Auctions, June.**



♣ **Marvel Journey into Mystery #83, 1962.** First appearance and origin of Thor, currently holds the #5 spot on Overstreet's Most Valuable Top 50 Silver Age Comics list. Classic Jack Kirby cover with Kirby, Steve Ditko interior art, flat/unfolded. **Sold for £7000, Excalibur Auctions, June.**



♦ **Matchbox Crash Game**, appears complete and unused, contains 4x cars - 67 VW 1600 TL, 68 Porsche 910, 14 Iso Griffo and 27 Mercedes SL. Mint in good box. **Sold for £45, British Toy Auctions, June.**



♦ **Matchbox Motorway Set M-2**, includes a boxed No 36 Opel Diplomat and a boxed No 64 MG 1100. Excellent in good box. **Sold for £55, British Toy Auctions, June.**



♦ **Dinky Toys No 660 Mighty Antar Tank Transporter**, military green. Excellent in excellent box. **Sold for £55, British Toy Auctions, June.**



♦ **French Dinky Toys No 80C AMX 13 Tonnes Tank**, military green. Good in good box. **Sold for £40, British Toy Auctions, June.**



♦ **Corgi No 36502 'The Italian Job' set**, three Minis in red, white and blue, with a red, white and blue coach. Mint in very good window box. **Sold for £170, British Toy Auctions, June.**



♦ **Corgi No 05506 'The Italian Job' Three-Piece Mini set**, three Minis in red, white and blue. Mint in excellent window box. **Sold for £40, British Toy Auctions, June.**



♦ **Corgi Toys No 491 Ford Consul Cortina Super Estate Car**, red body, off-white interior, wood effect side and rear panels, chrome trim, spun hubs. Excellent in good plus to excellent blue and yellow carded picture box. **Sold for £90, Vectis, June.**



♦ **Corgi Toys No 457 ERF Platform Lorry**, light blue cab and chassis, dark blue back, silver trim, flat spun hubs, with tow-hook. Good plus to excellent in fair blue and yellow carded picture box. **Sold for £50, Vectis, June.**



♦ **Corgi Toys GS41 1902 State Landau "1977 Silver Jubilee"**, only 100 were issued - with 4x horses, coach in maroon with "Queen and Duke of Edinburgh" figures, 2x Footman plus Corgi dog, signed by Marcel Van Cleemput. Good plus mounted on wooden plinth with perspex case. **Sold for £360, Vectis, June.**



♦ **Corgi Toys No 440 Ford Consul Cortina Super Estate Car**, blue body, wood effect side panels, chrome trim and spun hubs, complete with golfer, caddy boy and golf trolley with bag. Excellent plus on excellent plus inner pictorial stand in good plus outer blue and yellow carded picture box. **Sold for £170, Vectis, June.**



♦ **Corgi Toys No 256 Volkswagen 1200 Saloon (Beetle)** - "East African Safari", orange body, brown left hand drive interior, chrome trim and spun hubs, racing number 18, complete with rhino figure. Good plus on excellent inner pictorial stand in good to good plus blue and yellow carded picture box, with collectors club folded leaflet. **Sold for £180, Vectis, June.**



♦ **Corgi Toys No 320 Ford Mustang Fastback**, blue body, off-white interior, chrome front and rear bumpers, wire wheels - Excellent (very minor loss of chrome to front and rear bumpers) in a generally Good blue and yellow carded picture box. **Sold for £90, Vectis, June.**



♦ **Corgi Toys No 264 Oldsmobile Toronado**, blue body, off-white interior, chrome trim including pop-up headlights, cast hubs. Near mint in good plus blue and yellow carded picture box. **Sold for £120, Vectis, June.**



♦ **Corgi Toys No 314 Ferrari Berlinetta 250 Le Mans**, red body, light blue tinted windows, wire wheels, racing number 4. Excellent plus in good plus blue and yellow carded picture box. **Sold for £80, Vectis, June.**



♦ **Corgi Toys No 327 MGB GT**, red body, pale blue interior with black luggage case, chrome trim, wire wheels. Excellent in good plus blue and yellow carded picture box. **Sold for £240, Vectis, June.**



♦ **Corgi Toys No 259 Le Dandy Coupe**, maroon body, yellow interior, chrome trim, wire wheels. Good plus to excellent in good plus to excellent blue and yellow carded picture box. **Sold for £60, Vectis, June.**



♦ **Corgi Toys No 321 BMC Mini Cooper S "Rallye Monte Carlo"**, red, including interior, white roof with 2x signatures, silver trim, spun hubs, racing number 2. Good plus in good plus to excellent blue and yellow carded picture box. **Sold for £280, Vectis, June.**



♦ **Corgi Toys No 333 BMC Mini Cooper S "RAC International Rally"**, red, including interior, white roof, silver trim, spun hubs, racing number 21. Good plus to excellent in good to good plus No 225 Austin Seven blue and yellow carded picture box with correct 333 flash. **Sold for £240, Vectis, June.**



♦ **Corgi Toys No 486 Chevrolet Impala "Kennel Club"**, white and red body, chrome trim and bumpers, pale blue interior with dog figures, cast hubs. Good plus to excellent in good to good plus blue and yellow carded picture box. **Sold for £100, Vectis, June.**



♦ **Corgi Toys No 490 Volkswagen Breakdown Truck**, tan body, red interior and back, spun hubs. Excellent in good plus blue and yellow carded picture box. **Sold for £110, Vectis, June.**



▲ Corgi Toys No 484 Dodge Kew Fargo Livestock Transporter, light tan cab, green back, graphite grey chassis, red interior, chrome and silver trim, spun hubs, with carded diorama and 5x pig figures. Good plus in good to good plus blue and yellow carded picture box. **Sold for £80, Vectis, June.**



▲ Corgi Toys No 1138 Ford Articulated Car Transporter, orange, silver, grey cab, lemon interior, cast hubs, blue trailer with cast hubs, chrome and red "Corgi Cars" sides. Good plus on good plus to excellent inner pictorial stand in good outer blue and yellow carded picture box, with inner packing piece. **Sold for £160, Vectis, June.**



▲ Corgi Toys No 64 Forward Control Jeep FC150 with Working Conveyor, red, grey, yellow, black rubber belt, lemon interior, spun hubs. Good to good plus on good plus inner pictorial stand in good to good plus outer blue and yellow carded picture box, with correct inner packing piece. **Sold for £60, Vectis, June.**



▲ Corgi Toys No GS47 Gift Set, comprising blue Ford 5000 Super Major Tractor, without driver figure, and working conveyor on trolley. Good plus to excellent on excellent inner pictorial stand in good plus outer blue and yellow carded picture box. **Sold for £110, Vectis, June.**



▲ Corgi Toys No 1112 Corporal Guided Missile on Mobile Launcher, green, silver, chrome cast hubs with white and red rocket. Good to good plus on good carded base with one inner packing piece in fair to good blue and yellow lift-off lid box. **Sold for £170, Vectis, June.**



▲ Corgi Toys No 318 Lotus Elan S2 "I've Got a Tiger in My Tank", steel blue, black interior with driver figure, chrome spun hubs. Excellent plus in good plus blue and yellow carded picture box with collectors club folded leaflet. **Sold for £100, Vectis, June.**



▲ Corgi Toys No 481 Chevrolet Impala "Police Patrol" Car, white and black body, lemon interior with 2x figures, chrome trim and side flashes, cast hubs, grey plastic aerial, red roof light. Excellent in fair blue and yellow carded picture box. **Sold for £70, Vectis, June.**



▲ Corgi Toys No 474 Ford Thames Ice Cream Van "Wall's", blue and cream, including interior, chrome trim, grey base, spun hubs, with working musical chimes. Good plus to excellent in good carded picture box, with inner pictorial stand and instruction/collectors club folded leaflet. **Sold for £180, Vectis, June.**



▲ Corgi Toys No 420 Ford Thames Airborne Caravan, two-tone, brown interior, silver trim, spun hubs. Excellent in fair to good blue and yellow carded picture box. **Sold for £80, Vectis, June.**



▲ Corgi Juniors No 9 Cadillac Eldorado, white body, black bonnet, red interior. Near mint on good plus blister card. **Sold for £100, Vectis, June.**



▲ Corgi Juniors No 12 Reliant Scimitar GTE, white body, amber windows, black wheels. Mint on good plus blister card. **Sold for £80, Vectis, June.**



▲ Corgi Juniors No 54 Ford Container Wagon, green cab, chassis and back, white base and skip, large chrome and black Whizzwheels. Near mint to mint on good factory-sealed blister card. **Sold for £120, Vectis, June.**



▲ Corgi Toys No 281 Rover 200 TC, purple body, yellow interior, amber roof panel, chrome trim, grey base with Whizzwheels. Near mint in mint window box. **Sold for £240, Vectis, June.**



▲ Corgi Toys No 1100 pre-production colour trial Mack Truck with "Trans Continental" trailer, white cab with graphite grey chassis, red interior, cast hubs, with pre-production colour trial trailer in lime green, black plastic slides with "Trans Continental" print, white chassis, cast hubs. Excellent plus in good plus blue and yellow window box showing correct pre-production colour trial trailer model illustration to rear. **Sold for £540, Vectis, June.**



▲ Dinky Toys No 942 Foden 14 Ton Tanker 'Regent', dark blue cab and chassis, red, white and blue tank, red hubs. Good in good blue and white-striped box. **Sold for £40, Sheffield Auction Gallery, May.**



▲ Dinky Toys No 358 'Star Trek' 'USS Enterprise', with shuttle craft, inner packing piece and one photon torpedo. Very good in very good box. **Sold for £95, Excalibur Auctions, May.**



▲ Dinky Toys No 103 Gerry Anderson's 'Captain Scarlet' Spectrum Patrol Car, metallic red complete with instructions, jet engine sound tested and working. Very good in very good box. **Sold for £250, Excalibur Auctions, May.**



♣ A very well executed kit built model of a Gauge 1 Caledonian Railways 4-4-0 tank loco, finished in black and lined in white with Caledonian Railway livery numbered 4392 bunker rear, gas powered example. **Sold for £600, Lacy, Scott & Knight, June.**



♣ 5 inch gauge battery operated model of a Diesel Electric Locomotive, finished in green with Number 8202 to cab sides, model requires restoration and completion for use, batteries are situated inside the locomotive with 2 large can motors fitted to each bogie, near complete project **Sold for £460, Lacy, Scott & Knight, June.**



♣ 1937-8 Hornby E320 Special 4-4-0 loco and tender 20v AC, shadowed sans serif 1185, black running plate, with 1938-41 matt tender, lined shadowed serif on tender. Some very small areas of light damage to body. Overall very good. **Sold for £180, Lacy, Scott & Knight, June.**



♣ Bowman 0-4-0 live steam loco LNER 300, green with black & white lining. Appears complete. Very good. **Sold for £130, Lacy, Scott & Knight, June.**



♣ A Roundhouse Models of Doncaster gas powered and radio controlled model of a Gauge 1 0-6-0 tank loco, finished in dark red and lined in yellow, unnamed or numbered, sold with a Roundhouse locomotive tool kit, executed to a high standard and well maintained. **Sold for £1,150, Lacy, Scott & Knight, June.**



♣ ACE Trains 2-6-4 LMS 2524, 3-cylinder tank loco black gloss lined red, with instructions, near mint. **Sold for £210, Lacy, Scott & Knight, June.**



♣ 1936-41 Hornby No.2 Special tank clockwork loco 4-4-2 LNER 1784 darker green. Two driving wheels are cracked but appear OK for a few more miles. Will benefit by cleaning. Very good with key, spanner, rail gauge and original instructions. **Sold for £60, Lacy, Scott & Knight, June.**



♣ Total repaint No.2 tank loco, 4-4-2, clockwork as Southern B604 olive green. A very high quality repaint and no marks. Excellent. **Sold for £50, Lacy, Scott & Knight, June.**



♣ A Roundhouse Models radio controlled and gas powered model of a No. 1 0-4-0 tank loco, finished in green and numbered No. 1 to cabsides and named Comet, executed and built to a very high standard and well maintained, sold with a Roundhouse locomotive toolkit. **Sold for £920, Lacy, Scott & Knight, June.**



♣ 1938-40 Hornby 20v AC 'Princess Elizabeth' 6201 loco & tender LMS maroon. San serif letters & numbers. Inside of cab maroon. No marks on loco. One very small mark each side of tender. Overall excellent, complete with printed details on inside of box lid. **Sold for £1,100, Lacy, Scott & Knight, June.**



♣ Southern Railway bogie luggage van, green, made in the style of Hornby by Alan Middleton in Australia. Coarse scale wheels and Hornby auto couplings. Mint. **Sold for £85, Lacy, Scott & Knight, June.**



♣ 1931-6 Hornby E16, 0-4-0 loco and tender LMS red, 1000 on cab-side, revised body style, 'LMS' on tender. 6v AC. Some playwear & marks but very presentable. Excellent. **Sold for £65, Lacy, Scott & Knight, June.**



♣ A nicely made Victorian Style spirit fired live steam locomotive, 3 1/4 inch gauge, 2-2-2 configuration, hand-painted in green and black with No.3 to cabsides, nicely polished brass work with easy access to backhead controls and burner, possibly restored with Model Dockyard Parts, 17 inches long over buffers, 6 inches wide, 9 inches high. **Sold for £440, Lacy, Scott & Knight, June.**



♣ 1938-40 Hornby 20v AC 'Princess Elizabeth' 6201 loco & tender LMS maroon. San serif letters & numbers. Inside of cab maroon. No marks on loco. Tender appears to have been repainted and light bodywork repairs to each side still show through. The paint match is accurate. Overall excellent, complete with printed details on inside of box lid. **Sold for £880, Lacy, Scott & Knight, June.**



♣ 1935-41 Hornby No.1 Special loco & tender, LNER, 2694 on small plate, white boiler bands. Buffer beams repainted, a few marks, loss of paint on dome, some light crazing on tender. Originally clockwork, the mechanism has been replaced by a Hornby 20v AC motor, very good. **Sold for £80, Lacy, Scott & Knight, June.**



♣ 1934-41 Hornby E120, 20v AC Special loco & tender GW 4700, tender states 'Great Western' but does not have the monogram, loco buffer repainted, body has keyhole. Very good reproduction. **Sold for £80, Lacy, Scott & Knight, June.**



♣ Bassett-Lowke Super Enterprise live steam 2-6-0 loco only, no tender, black, all numbers obliterated, various areas of paint loss, good. **Sold for £150, Lacy, Scott & Knight, June.**



♣ Bassett-Lowke Enterprise live steam 4-4-0 loco & 6-wheel tender. Total repaint to light green lined black and yellow. 5505 on cab-sides, LNER on tender. A few dents on boiler. Quality of repaint fair. Appears complete but overall far to good. **Sold for £160, Lacy, Scott & Knight, June.**



♣ Bassett-Lowke Enterprise live steam 4-4-0 loco & 6-wheel tender. Originally LNER green. 6284 on cab-sides. Tender LNER name deleted and hand-painted 'East Railway.' Boiler not fixed to chassis at smokebox end. Appears complete but boiler condition not certified. **Sold for £130, Lacy, Scott & Knight, June.**



♣ Bassett-Lowke Super Enterprise live steam 2-6-0 loco & 6-wheel tender. Tender is original B/L with 'Southern' on sides but number painted over. Very good. Loco is Southern green but hand painted number 6000. Appears complete but boiler condition not certified. **Sold for £180, Lacy, Scott & Knight, June.**



♣ Bassett-Lowke live steam 4-4-0 loco & tender. Original guise obliterated by some repainting and hand-written number '6285' with 'East Railway' on the tender. Appears complete but boiler condition not certified. **Sold for £180, Lacy, Scott & Knight, June.**



♣ LGB G scale 0-6-2 loco, green and black, German outline, will benefit by cleaning, very good to excellent. **Sold for £110, Lacy, Scott & Knight, June.**



♣ Bonds O'Euston Road clockwork 0-6-0 Peckett Dockyard tank loco, 'Bonzone' no.2, Great Western green, sprung buffers, opening toolboxes each side. Very good to excellent. **Sold for £140, Lacy, Scott & Knight, June.**



♣ 2-4-2 clockwork loco black LMS 10829. No maker's identification but possibly Leeds. Appears to be repainted and with replacement transfers. Control rods made from bicycle spokes. One coupling rod nut missing. Very good. **Sold for £55, Lacy, Scott & Knight, June.**



♣ Kit built electric 14XX GW tank loco 0-4-2, in BR lined gloss green (slightly off-shade) livery, No.1446, finescale wheels, scale 3-link couplings, sprung buffers, very good. **Sold for £45, Lacy, Scott & Knight, June.**



♣ A totally repainted clockwork 4-4-0 loco & tender unlined gloss black. Believed originally Bassett-Lowke Duke of York from 1930's. 389 in gold shadowed red on cabside and LNER on tender side. Very good to excellent as a repaint. **Sold for £55, Lacy, Scott & Knight, June.**



♣ BMS Baguley Drewry diesel 0-6-0 E19-1A, green body, red frames, both front & back buffers have some damage, otherwise very good to excellent, with instructions. **Sold for £100, Lacy, Scott & Knight, June.**



♣ 1929-33 Hornby E3/20, 20v ac, 4-4-2 'Caerphilly Castle' loco & tender GWR 4073 on cabside. Four boiler bands, black smokebox, solid rear splasher lining, brass SVC & whistle, red/gold nameplate. A few marks to rear edge of cab roof, r/h side top of firebox, and a few other small marks, very good. With a No.2 Special GWR tender with monogram suggesting it is 1936-9 version, very good to excellent. **Sold for £210, Lacy, Scott & Knight, June.**



♣ 1954-61 Hornby Type 51 clockwork 0-4-0 loco and tender, BR passenger lined green 50153. A couple of small chips, excellent. Tender was mint condition, with key. **Sold for £60, Lacy, Scott & Knight, June.**



♣ 1933-4 Hornby 0-4-0 LST1/20, 20v ac, Southern green 29 tank loco, revised body style. Playworn condition, missing all buffers, front coupling broken, cab slightly distorted, chips and corrosion. **Sold for £50, Lacy, Scott & Knight, June.**



♣ A kit built gauge 1/10mm scale radio controlled electric model of an LMS 2-4-2 No. 6757 tank loco, executed to a high standard, fitted with controls to bunker section supplied with a wooden carry case. **Sold for £500, Lacy, Scott & Knight, June.**



♣ A Bing Railways London & North Eastern Region 0 gauge tinplate coach, comprising of teak body with cream roof and numbered 2568 to sides, lift-up roof to reveal dining car compartment, very good. **Sold for £45, Lacy, Scott & Knight, June.**



♣ 2245 Hornby-Dublo 2-rail E3002 3300HP electric loco, blue with white roof, logo on side with 4 windows is rubbed at base, excellent. Original box excellent, with internal fitment slightly dog-eared. Repro instructions. **Sold for £340, Lacy, Scott & Knight, June.**



♣ 2250 Hornby-Dublo 2-rail Electric Motor coach only (no trailer coach), green, leading coupling has been removed but nut/bolt are present in box. Couple of marks each side, and one small dent. Will benefit by cleaning but otherwise very good. Original box with tear over the Ringfield print area, box very good. **Sold for £85, Lacy, Scott & Knight, June.**



♣ EDL7 Hornby-Dublo 3-rail 0-6-2 post-war tank loco, 1/2" motor GWR on tank sides 6699 on bunker sides, both slightly faded on right hand side, otherwise very good to excellent. Pale blue repro box, excellent. **Sold for £45, Lacy, Scott & Knight, June.**

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♣ **EDL7 Hornby-Dublo 3-rail 0-6-2 post-war tank loco, 1/2" motor Southern 2594** slight scuffing to lettering. A few marks to body and very slight corrosion to handrails but very good. Non-original picture box, excellent. **Sold for £190, Lacy, Scott & Knight, June.**



♣ **3234 Hornby-Dublo 3-rail 2-8-0 loco & tender 8F BR 48094** Ringfield motor, version with front coupling. Tender might not be the one originally coupled to loco because it has mazac wheels and a metal coupling. Loco has a plastic coupling on front. Small white mark on R/h cab side and some very small chips around rim of chimney and on edge of footplate. Excellent with repro instructions and box. **Sold for £110, Lacy, Scott & Knight, June.**



♣ **3226 Hornby-Dublo 3-rail 4-6-2 loco & tender BR 'City of Liverpool' BR 46247 red.** Driving wheels have been changed to finer scale. Bogie and pony wheels are also non-original to the locos. Noticeable chips, particularly to footplate. Minute chips from both nameplates and a few other places. Good condition. **Sold for £40, Lacy, Scott & Knight, June.**



♣ **R1097 Hornby Digital East Coast Pullman train set**, comprising 4-6-0 LNER 8556 loco & tender with 3 Pullman coaches; with 0-6-0 saddle tank loco LNER black 3972 with 3 wagons, track, digital controller, track mat & instructions. All excellent. **Sold for £150, Lacy, Scott & Knight, June.**



♣ **R2306 Hornby Trainpack 'The Caledonian'**, comprising Coronation class loco & tender BR lined green 46244 'King George VI' & three BR maroon coaches', mint. Certificate No. 0890 or 3000. **Sold for £80, Lacy, Scott & Knight, June.**



♣ **R1039 Hornby 'Flying Scotsman' passenger train set**, comprising Flying Scotsman loco & tender LNER green 4472 with four teak coaches, controller but no track or trackmat, excellent. **Sold for £60, Lacy, Scott & Knight, June.**



♣ **Kit built brass / metal O gauge Flying Scotsman LNER 4-4-2 locomotive**, in green with tender, unmarked. **Sold for £65, Wessex Auction Rooms, June.**



♣ **Kit built O gauge Royal Scot LMS 4-6-0 6100 locomotive with tender**, in red livery, metal construction, unmarked, showing play wear, grubby, well built. **Sold for £80, Wessex Auction Rooms, June.**



♣ **Kit built O gauge D6508 Eastleigh BR Diesel locomotive**, in green livery, metal construction, unmarked, showing wear, well built. **Sold for £100, Wessex Auction Rooms, June.**



♣ **Bassett Lowke O gauge Prince Charles 62078 BR locomotive and tender**, showing some play wear but good overall. **Sold for £70, Wessex Auction Rooms, June.**



♣ **Kit built O gauge 0-6-0 LMS 4576 locomotive with tender**, in black livery, plastic and metal, unmarked, showing some wear but very good overall, well built. **Sold for £90, Wessex Auction Rooms, June.**



♣ **Kit built O gauge 0-6-0 BR 44563 locomotive and tender**, in black livery, plastic and metal construction, no makers mark, with 2 figures, well made and very good. **Sold for £90, Wessex Auction Rooms, June.**



♣ **Kit built O gauge D7035 BR Diesel locomotive**, in green livery, plastic and metal, unmarked, showing wear, grubby, well built. **Sold for £70, Wessex Auction Rooms, June.**



♣ **Kit built O gauge LMS 2451 2-6-4 locomotive**, in black livery, metal and plastic, unmarked, showing some wear but very good overall, well built. **Sold for £110, Wessex Auction Rooms, June.**



♣ **Kit built O gauge D70812 BR Diesel locomotive**, plastic & metal, made in England, no makers mark, showing some wear but well constructed. **Sold for £70, Wessex Auction Rooms, June.**



♣ **Bassett Lowke O gauge 2-6-0 31407 4P SF locomotive**, with tender, in black livery, very good. **Sold for £130, Wessex Auction Rooms, June.**



♣ **Kit built O gauge brass Diesel locomotive**, made in England, Midland Counties Railway 150 1839-1889 nameplate, BR maroon, approx 17" in length. **Sold for £150, Wessex Auction Rooms, June.**



♣ **Boxed Rivarossi for AHM O gauge 6995 Casey Jones Cannon Ball Express 4-6-0 7201 BU Locomotive**, box tatty with tears to end flaps. **Sold for £50, Wessex Auction Rooms, June.**



♣ **Kit built O gauge D7096 BR Diesel locomotive**, plastic and metal, unmarked, made in England, showing some wear, grubby, well built. **Sold for £60, Wessex Auction Rooms, June.**



♣ Kit built O gauge 0-6-0 45376 BR locomotive with tender, in black livery, plastic and metal, unmarked, showing wear and loose parts and cracking to loco shell, well built. **Sold for £70, Wessex Auction Rooms, June.**



♣ Kit built O gauge Diesel locomotive, plastic and metal, made in England, no makers mark, showing some wear, grubby. **Sold for £48, Wessex Auction Rooms, June.**



♣ Kit built O gauge 2-6-4 locomotive, metal construction, no makers mark, painted black, showing some paint loss and wear. **Sold for £60, Wessex Auction Rooms, June.**



♣ Boxed Rail King By MTH Electric Trains O gauge 30-2155-1 Dash-8 Diesel Locomotive, Chicago Northwestern with prototype cab #8651 locomotive. **Sold for £50, Wessex Auction Rooms, June.**



♣ Impressive kit/scratch built 4-4-2 live steam locomotive, in green livery, painted 224 GNR, wheel gauge of 3.5", total length of 46" including tender with straight of track. **Sold for £650, Wessex Auction Rooms, June.**



♣ Tri-ang Wrenn OO gauge No 2211 Mallard, boxed locomotive, with paperwork. **Sold for £75, Wessex Auction Rooms, June.**



♣ Wrenn OO gauge W2241 4-6-2 Duchess of Hamilton, boxed locomotive, with Wrenn paperwork. **Sold for £100, Wessex Auction Rooms, June.**



♣ Boxed Hornby Dublo Set 20121 The Red Dragon Passenger Train WR (2 Rail) with Cardiff Castle locomotive, 2 x rolling stock, track and paperwork, some box wear. **Sold for £46, Wessex Auction Rooms, June.**



♣ Boxed Hornby Meccano Clockwork Train Set MO Goods Set (TS 401), box missing flap with heavy wear, set is good overall. **Sold for £22, Wessex Auction Rooms, June.**



♣ Boxed Hornby O gauge Goods Set No 55, containing 0-4-0 locomotive in BR black with tender, 3 x items of rolling stock and track plus a Brimtoy O gauge coach, showing play wear, poor box. **Sold for £20, Wessex Auction Rooms, June.**



♣ A boxed Aristo Craft ART-23200 #1 Gauge/1:29 scale EMD Class 66 Diesel Locomotive. The model in DRS 'Malcolm Logistics' Op.No.66405 appears to be in Mint condition and gives the impression that it has never been removed from its box. The model comes with instructions as well as several sealed bags containing accessories. The model sits in Mint inner polystyrene packaging, housed within a good overall box with loose corners plus some general storage related wear. **Sold for £550, British Toy Auctions, June.**



♣ A boxed Aristo Craft ART-50803 #1 Gauge/1:29 scale Twin Intermodal Containers and Wagons. The items in 'Malcolm Logistics' livery appear to be in mint condition and give the impression that they have never been removed from its box. The models comes with instructions as well as several sealed bags containing accessories. The items sit in mint inner polystyrene packaging, housed within an excellent overall box with some general storage related wear. **Sold for £240, British Toy Auctions, June.**



♣ A boxed Aristo Craft ART-23200 #1 Gauge/1:29 scale EMD Class 66 Diesel Locomotive. The model in Freightliner livery, Op.No.66610 appears to be in mint condition and gives the impression that it has never been removed from its box. The model comes with instructions as well as several sealed bags containing accessories. The model sits in mint inner polystyrene packaging, housed within a good overall box with some loose corners plus some general storage related wear. **Sold for £600, British Toy Auctions, June.**



♣ A powered kit built brass construction 0 gauge 1932 Churchward 2-6-0 loco in GWR livery operating number 9311. The kit manufacturer is thought to be CCW, it has been built to a very high standard and appears in very good condition with minor storage marks. **Sold for £120, British Toy Auctions, June.**



♣ A powered kit built brass construction 0 gauge 1896 Aspinall Class 27F 4-4-0 loco in LMS livery operating number 486. The loco has been built to a very high standard and is signed on the underside by Dennis Morley who is believed to have painted it. The loco appears in very good condition with minor storage marks. **Sold for £150, British Toy Auctions, June.**



♣ A powered kit built brass construction 0 gauge 1929 Gresley K3 2-6-0 loco in LNER livery operating number 1345. It has been built to a very high standard and is signed to the underside by Dennis Morley who is believed to have painted it. The loco appears in very good condition with minor storage marks. **Sold for £120, British Toy Auctions, June.**



♣ A powered kit built brass construction 0 gauge Stanier 8F 2-8-0 loco named LT. W.O. Lennox V.C. in LMR livery operating number 501. The kit manufacturer is thought to be CCW, it has been built to a very high standard and appears in very good condition with minor storage marks. **Sold for £120, British Toy Auctions, June.**

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Toy Stories

Where has the bottom gone? **Ed Karswell** takes a look...

Shock, horror! It appears that the common consensus is that the bottom has indeed dropped out of the market. Before you reach for the Rennies, or anything stronger for that matter, let's have a closer look into this bombshell of a statement.

Various sources seem to think that there are changes afoot when it comes to our 'scene'. It would appear that those old diecast collectable standbys of the UK market now have quite differing fortunes. The Matchbox 1-75 market remains strong with even the once neglected King Size and Super Kings now garnering some long-awaited interest. These still offer great value for money but for how long? The Yesteryears, those once fashionable 80's interior design props (no G-plan cabinet was complete without a few) are still very much in the doldrums, unless of course they are genuine rarities. The same goes for Lledo Days Gone whose days seem, well, gone.

The once investors darlings, Dinky toys, present a very mixed picture. Truly mint and boxed items have held their value in recent years. As ever, quality will

out and anything less, particularly unboxed models have dropped by a fair margin. As for restoration projects, well you are probably better off selling them by weight. Pre-War Dinky toys still have their ever-devoted cult following, but even here, the price gap between acceptable and excellent is a widening one.

Corgi Toys follow a similar path although interest in the early mint and boxed items seems to be on a second honeymoon. Although the gulf here between so-so condition and mint and boxed is greater.

Tri-ang Spot-on remain rightly popular. They are very hard to find in displayable condition so mint boxed specimens are expensive in comparison. That said, even restoration projects seem to make more money than their contemporaries.

The smaller makers, LoneStar, Morestone, Timpo etc have all seen an upsurge in interest if not climbing values. Some may say, about time. Recent research and exposure of the smaller makers has diverted interest away from the bigger makes.

Continental and US manufacturers have long been of interest to UK collectors.

Whereas the interesting prototype choices from the likes of Solido and Mercury have kept them in favour, old favourites TootsieToy have seen values slowly fall over the last 20 years or so.

As for tinplate and plastic? Tinplate spent some time as diecasts poor relation, and I find it also attracts a different sort of collector. It's also become apparent that finding tinplate toys in truly excellent condition is getting harder and prices have gone up accordingly. Plastic, like the smaller diecast concerns, was ignored for a long time but they have since come into their own. There is still so much undocumented regarding plastic and that alone will sustain interest in them.

I've concentrated here on road vehicles, but similar analysis could be brought to bear on any collectables. I've heard tales of Bassett-Lowke train values stalling, certain sci-fi toys spiralling etc, you get the picture.

So, what happened? Well, the demographics of collectors is constantly changing, for instance, those who grew up with 1950s Dinkies are getting older, selling up or have ceased collecting. The

internet has provided us with a glut of mid-range collectables. Many items once considered rare can be found simply by using Google. Younger collectors are interested in other things, shop differently, and thus, affect the market.

Then there's issue of re-issues. It may just be a coincidence that early mint and boxed Corgis are securing good money, whilst Dinkies which have been the subject of so many copies, have gone off the boil. The re-issues have also affected the restoration market. Why bother spending out on paint, spares and the base model when you can have an excellent lookalike to go straight on display and for half the money?

As for investments, well collecting to speculate has always been a risky game which some are now losing. It may be that the fledgling collector, paying £20 for a model that 30 years ago was £40 is a good thing. Either way it all seems to have caused a bit of an upset and some consternation. Although it must have been great to have been swept along with all that momentum it must be equally galling to realise your collection maybe isn't what it was worth 20 years ago!

Just like the antiques market, things are never constantly popular and regularly go in and out of fashion. It just so happens that Yesteryears are having their 'house clearance' period and chipped Dinkies are entering their 'brown furniture' equivalent. But don't despair, if you love this stuff then it doesn't matter, and I would still be renovating pre-War Tri-ang Minics if they were worth fifteen or fifty pounds.

I'm sure it's a conversation that will run and run, but in the meantime, I'm going to find a parts list which I'm certain I last spotted in the cupboard downstairs... **CG**





The Trix Twin Railway Collectors Association

Ann Evans gets out and about to visit model and collectors clubs up and down the country.

Photos by Rob Tysall

Since the Trix Twin Railway Collectors' Association (TTRCA) was founded in 1975 when 11 Trix enthusiasts met up in Peterborough, they now have around 630 members worldwide including America, Australia, New Zealand, South Africa, Scandinavia, Europe and of course around the UK. The club also has a website, a quarterly gazette and a new Facebook page.

The aim of the TTRCA is to bring together model railway enthusiasts who are interested in collecting and operating Trix Twin, Trix Express, Trix OO and HO gauge electric model trains, manufactured between 1935 and 1973.

They also organise the manufacture and sale of replica spare parts so members can repair and

restore Trix trains to their former glory and keep their layouts running smoothly. Additionally, the abundance of knowledge and experience amongst members ensures that advice and guidance is always on hand regarding the technical aspects of repairing and maintaining locomotives and working accessories.

Trix made their debut appearance at the Leipzig Trade Fair in Germany on 3rd March 1935 by the Vereinigte Spielwaren-Fabriken (the United Toy Factory). The name of this OO model railway was Trix Express. Before long Bassett Lowke was importing these Trix train sets into the UK with their locos repainted green rather than black and complete with wagons, coaches, track and accessories. They were

known as Trix Twin in the UK and their popularity soon took off.

The Trix Twin Railway Collector's Association began in 1975 and they organise around six or eight shows a year in different regions around the UK. *Collectors Gazette* went along to their Leicester Show held at Friars Lane and Braunstone Church on 14th May to meet these avid Trix Train collectors and to learn more about their club. With around a dozen or so layouts set out, members were able to operate their locos, catch up with old friends and chat about their latest project.

I was keen to chat to members too, and to find out about their fascination with Trix Twin trains and how they first got into this particular model railway system that allows two

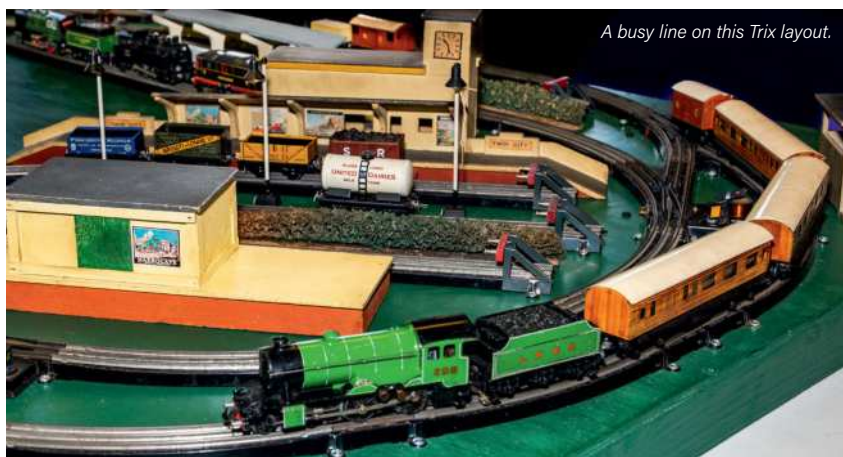
locomotives to run on the same track.

As mentioned, it all began when 11 Trix Twin enthusiasts organised a meeting back in 1975 in Peterborough. At that meeting, they each received a number. Alan Hinchcliffe was 001, Stuart Bean became 002, Dave Williamson number 003 and so on. And it's still a source of amusement to members that Anthony Gould who works for the Government and often travels to Eastern Europe, was given the iconic number 007.

Anthony of Hertfordshire had come along to the Leicester event and told the *Gazette* about his childhood. He was born in 1942 during the war, when it was very hard for his parents to get hold of any good toys, although he remembers his father

getting him a second-hand Tri-ang layout in 1944, but he wasn't allowed to touch the controls until he was four. Once he discovered Trix Twin Railways which had started up in Germany in 1935 and were sold and distributed by Bassett Lowke as the 'Bassett-Lowke Twin-train Table Railway, it was Trix every Christmas and birthday for the youngster.

"But as I got older," said Anthony. "I discovered photography and girls, so all my Trix got packed away. I then got married in 1973 and took up golf and squash. My wife said I needed a hobby which would keep me at home more! I remembered my collection of Trix, dug it out and realised I needed some spares. I put an advert in the *Kodak* magazine which resulted in me going along



A busy line on this Trix layout.



LEFT
Father and son, Rob
and Steve Foxon.

**OPPOSITE
PAGE**
Some of the
member of the
TTRCA.



RIGHT
Norman and Sheila
Beaumont at their
Trix stand.

to model shops every Saturday, where I could buy Trix for next to nothing. I was also introduced to Alan Hinchcliffe and Stuart Bean who were going to a meeting with like-minded Trix enthusiasts in Peterborough.” Anthony went along to that meeting, and the rest, as they say, is history.

Dixon Upcott is another founder member – number 006, who was also the association’s gazette editor for quite some time. Talking about how he got interested in Trix he said, “When I was 10 in 1966, I got half a crown pocket money each week. You could buy one loco for one shilling, a coach for 6d and a wagon for 3d. In the

late 60s everything was being made to scale and these Trix were way out of scale, so I was buying stuff everybody else was getting rid of.

“At a school jumble sale, I saw some trains in long boxes – a red and a green box. I asked how much and was told 10 shillings. This train set was called Trix. I asked my dad, if I could buy it – and if he could loan me four weeks pocket money! He did and I set it up in my bedroom where it ran under my bed. I still have that train set to this day.”

In later years Dixon was in touch with some collectors who had a Hornby Collectors’ Association, so we thought, why not have a Trix

Association?

Many of the members of the TTRCA discovered Trix through their fathers and grandfathers. At a time when toy train manufacturers were concentrating on producing scaled models, which Trix weren’t particularly renowned for – plus Trix were manufactured in Germany – not a popular choice so soon after the war. So lots of Trix owners were getting rid of these toys in favour of scaled model railways, hence Trix could be picked up very cheaply.

Club Treasurer, David Evans said that he got into Trix when his grandfather bought him and his brother some early 1950s Trix-Twin train sets for Christmas. “I

inherited my brother’s Trix when he got into collecting Dinky toys,” said David. “When I discovered the Association, the fascination was in meeting so many people who had hung onto their collection.”

Trix enthusiast Simon Culverhouse particularly likes ‘N’ gauge and recalled that back in 1962 when he was a youngster, his dad wandered into a toy shop in Malmesbury which was closing down and came out with a car full of really old Trix – from that day he has never looked back. Simon had also got hold of a really nice, framed picture showing Trix railway art. This had actually been a catalogue which unfolded into an attractive poster.

Colin Lindley has been a member for about 15 years and organises the association’s Leicester Fairs. Talking about his introduction to Trix, he said, “My dad bought me my first trainset, a Trix Twin layout which was one circle of track and a siding. To me, that was always a model railway, never a toy train, and had to be looked after. The layout grew and grew but eventually got stored away as other things in life took over. Then when grandchildren came along, my Trix railway came out for the grandchildren to enjoy. And I joined this club. The fun is in coming here and using their layouts and models. Everyone enjoys challenging themselves to do things. It is a get together of people with common interests.”

Father and son Rob and Steve Foxon were exhibiting their Lockdown project. Dad Rob has been a member since 1984 with Steve following in his footsteps more recently. The pair were cutting it fine having finished the layout at 7pm the night before the show and had set up by 8.30pm.

Husband and wife

Norman and Sheila Beaumont from Wales had brought along one of their smaller layouts that can take fine scale and coarse scale. They explained that this was a Lockdown project with many of the buildings and accessories scratch built. They did however have a whistling signal box! They were on something of a tour as they had five shows lined up to exhibit at over the coming months.

Chairman and Overseas Liaison for the TTRCA is David O’Brien, who joined the club in 1985. He is widely regarded as a world expert on the subject with a massive collection of Trix Twin in his private museum – which he opens by appointment to small groups of model railway enthusiasts. At the Leicester show he had brought along and assembled a rare US Kit loco from 1948-1950 that he tried out on fellow member David Holt’s 1950s track.

“These were mostly for export to the American Continent to create interest and re start things after the end of WW2,” he explained, going on to talk about the variety of background members had – some with clerical backgrounds, others with mechanical backgrounds, ladies too. He stressed also the importance of getting more younger people involved. “We’ve recently got a new Facebook page, so that anyone wanting to know more about Trix, or needing spare parts or advice can get answers to their question straight away. We are here to give help and advice. If you want to buy spare parts, come to us. We have members who make and supply our own parts which are cheaper – we look after our members. Plus, we’re a friendly group that’s working together. Take a look at our Facebook page and apply to join.” **CG**

Further details...

- For more information please visit: www.ttrca.co.uk or their Facebook page: <https://www.facebook.com/groups/1054959851734020>

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The Exhibition Centre, Lincolnshire Showground, Lincoln, LN2 2NA

10am - 2.30pm >> approx. 150 tables >> 6ft table £32

>> Ad £3, Sen £2.50, 1st Ch £2

ST IVES SUNDAY 31ST JULY 2022

One Leisure St Ives, Burgess Hall Events & Conference Centre, Westwood Road,

St Ives, Cambridgeshire, PE27 6WU.

10am - 2.30pm >> approx. 125 tables >> 6ft table £32 >> Ad £3, Sen £2.50, 1st Ch £2

ST IVES SUNDAY 11TH SEPTEMBER 2022

One Leisure St Ives, Burgess Hall Events & Conference Centre, Westwood Road,

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10am - 2.30pm >> approx. 125 tables >> 6ft table £32 >> Ad £3, Sen £2.50, 1st Ch £2

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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! Collecting is a funny old world you know. Often, it's not those big, bold, in your face finds that excite a collector, even the smallest of things can bring that warm glow of satisfaction when you find that little gem.

A most satisfying little find this month was a very small enamel pin badge I discovered amongst a large collection of badges at an antique centre. They were all fairly bland and uninteresting except one that immediately caught my eye. It had a pair of open wings each side of a black circle lettered 'Hepolite for Speed' and a cylindrical object in the middle. Now I had never heard of Hepolite Motor Oil before so what else motoring related could it be? The raised lettering on the back told me that the badge was made by Hepworth & Grand Ltd of Bradford, again a firm I had not come across before despite being a badge collector! I happily handed over a fiver for this mysterious badge and felt excited about the prospect of doing the research to find out more. It doesn't matter how long you've been in the collecting business you simply carry-on learning all the time. It transpired that Hepolite made pistons and rings for car and motorcycle engines and the brand is still extant today. The company was formed in 1907 as Hepworth & Grandage and moved to Bradford in 1916. I think this badge dates from the 1930s. What a great buy for a fiver.

Another object I had not seen before turned up on a stall at the huge Newark Runway fair

organised by IACF. It was a tinplate miniature egg sowing a great image of the iconic Forth Bridge. These eggs were thought to have contained cachous or a sweet and are often attributed to being sold on the streets by hawkers who also sold penny toys.

It's no secret to regular readers that I have a passion for plastic toys so you can imagine how pleased I was to scoop up a lovely little six-wheeled Mercedes cement mixer in a lovely clean original box at a recent King's Lynn fleamarket for £35. I love this well organised event, great atmosphere and such a myriad of collectables on offer.

I was extremely fortunate once again to find a lovely old showcard advertising Watson's Matchless Cleanser at the crack of dawn at another fleamarket near Malvern, but had to use all my detective skills and printing knowledge to verify its authenticity. Its always awkward when something's been re-framed. I didn't want to waste a hundred quid so it was out with the magnifying glass and once I was happy it was right, I bought it. Glad I did as it's a real beauty and just needs a better frame. Again, it might be something I hang on to?

My favourite find had to be a beautiful little Wells tinplate Trolley Bus in immaculate condition with an immaculate box to match. £45 has to be a great price for this little tinplate classic which dates from the late 1950s. I can remember travelling on trolleybuses in the mid-1960s shortly before they were withdrawn and the overhead wires were removed. This might well be a toy that gets added to

my own collection... so nice!

On the selling front a Corgi Toy pink Chevrolet Impala in good unboxed condition was quickly scooped up for twenty quid. I love those big American cars of the 1950s and 60s...so cool!

Dan Dare was also a very cool dude of the 1950s and 60s, appearing in the *Eagle* comic as the Pilot of the Future. A little button badge given away by *Eagle* in the early 1960s found a new home with a collector happy to hand over a tenner for it. This example was in excellent condition, as they sometimes suffer from foxing and rust spots.

A really nice, and quite rare, Thornton's toffee tin didn't hang around for long and was soon snapped up by a collector happy to pay my asking price of £60. It was in amazing condition and dated from the very early days of Thornton's first chocolate cabins in the city of Sheffield.

A really nice Charbens tractor in orange and with green painted

hubs, complete with driver sold for twenty-five pounds. It was in great condition so had to be good value for the price. Tractors are always popular and sell well if reasonably priced.

Last, but not least, I sold a really interesting book of matches that had crossed the Atlantic many moons ago. It was from the Hotel Piccadilly on 227 West 45th St, famed for its Circus Bar and Cocktail Lounge which, it says, was 'favoured by stars of stage, screen and radio'. I love the graphics on it and the wording 'close cover before striking'. It makes you wonder who has stayed there or performed there in those golden decades. All the matches were still inside and a book match collector was more than happy to give me a tenner for it.

Well, that's about all for this time folks, the heat is on weather wise so enjoy summer and keep up the searching for those hidden treasures. Happy hunting and, as always, be lucky. **CG**



ABOVE

This rare original and genuine old Thornton's toffee tin sold to a keen tin collector. Beware as there are reproductions.

**ABOVE**

This fabulous little book match pack originated at the world-famous Piccadilly Hotel located in New York on 227 West 45th St.

**ABOVE**

This tin egg showing the Forth Bridge is in two parts and might of originally contained cachous sweets.

**ABOVE**

This lovely plastic Mercedes cement mixer was a great find for £35. There's no makers name, just Made in Hong Kong.

**RIGHT**

The originality of this lovely Edwardian showcard had to be verified before Oz splashed his cash... beware of clever copies and scans is the message.

**LEFT**

One to add to his own collection, this Wells trolley bus was in amazing 'factory fresh' condition.

**ABOVE**

Corgi produced some fine American cars including this lovely Chevrolet Impala which soon found a new owner.

**BELOW**

Born within the pages of The Eagle comic in the early 1950s Dan Dare memorabilia still attracts collectors. This button badge sold for a tenner.

**RIGHT**

This small enamel badge was a complete mystery until I did a bit of research. Unearthing the history is all part of the fun of collecting.

**ABOVE**

This lovely Charbens tractor was in great condition and had its driver. There are several known colour combinations of this model.

»EVENTS THIS MONTH

FAIRS

17 JULY

- **Spalding**, J&J Fairs, 01522 880383
- **Rayleigh**, SRP Toy Fairs, 07739 998012
- **Walsall**, Transtar Promotions, 01922 643385

20 JULY

- **Tonbridge**, Joe Lock, 07866 641215 or 07810 513576

23 JULY

- **Gateshead**, Jim Corr, 07504 035955

24 JULY

- **Lincolnshire**, J&J Fairs, 01522 880383
- **Orpington**, SRP Toy Fairs, 07739 998012
- **Potters Bar**, Joe Lock, 07866 641215 or 07810 513576

26 JULY

- **Garstang**, Janet Pearson, 01282 439009

31 JULY

- **St Ives**, J&J Fairs, 01522 880383

7 AUGUST

- **Buxton**, BP Fairs, 01604 846688 or 07966 527177
- **Burton on Trent**, Burton Railway Society, 01283 532880 or 07877 346371

11 AUGUST

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

14 AUGUST

- **Stafford**, BP Fairs, 01604 846688 or 07966 527177
- **Rayleigh**, SRP Toy Fairs, 07739 998012
- **Exeter**, Bulldog Fairs, 01373 452857 or 07917 125641

21 AUGUST

- **Orpington**, SRP Toy Fairs, 07739 998012
- **Oxford**, Richard Atkins, 01869 347489

AUCTIONS

19 JULY

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

20 JULY

- **Stockton on Tees**, Vectis, 01642 750616
- **Warwick**, Warwick & Warwick, 01926 499031

21 JULY

- **Stockton on Tees**, Vectis, 01642 750616
- **Spalding**, M&M Auctions, 01775 724939

22 JULY

- **Stockton on Tees**, Vectis, 01642 750616
- **Spalding**, M&M Auctions, 01775 724939

23 JULY

- **Kings Langley**, Excalibur Auctions, 02036 330913
- **Spalding**, M&M Auctions, 01775 724939

26 JULY

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

27 JULY

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

28 JULY

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

29 JULY

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

9 AUGUST

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

11 AUGUST

- **Chippenham**, Wessex Auction Rooms, 01249 720888

12 AUGUST

- **Chippenham**, Wessex Auction Rooms, 01249 720888

16 AUGUST

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

17 AUGUST

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

18 AUGUST

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

19 AUGUST

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

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