Hi Folks,

About half of our members attended the March 2017 meeting, and there were some good displays of models for the “Theme of my choice”.

Those members who bid successfully at the Closed Auction in March 2017, can pay for and collect their models at our May meeting.

There will also be some Dinky models, Corgi, Corgi Junior, tinplate cars made in Japan, Whizzwheels, Matchbox and F1 racing cars for sale at our May meeting.

Thanks to Terry Hitchinson for the article submitted below: “My favourite Models” - and we look forward to similar articles on this or any other related topic being submitted in future by other NDMC members.

Part 1 of an article about some of the 1950’s history of Jaguar Cars starts on Page 3 – and Jaguar models are our theme for the May meeting.

Theo Alberda and his wife Jill were in SA on a short holiday during May 2017, and send NDMC members their kind regards and good wishes.

As mentioned in the March 2017 newsletter, all the recent financial increases in expenditure we face at NDMC mean that it is becoming more and more important and critical for members to pay their subscription fees on time. Many members have already done so, but there are still a number of members who have not yet paid. Please make arrangements to pay this NDMC membership subscription ASAP - or if you no longer wish to continue with your NDMC membership and subscription, please tell me.

A Car Show will be held on Saturday 29th July 2017, at Hillcrest High School. Len van der Merwe will give us more detail.

Two Hobbies Fairs were held recently by Richard Hebbron on two separate days at the end of April 2017 - one Hobbies fair was held at the Del Mein Shellhole in Queensburgh - and the other Hobbies Fair at the Inchanga Railway Station.

See you at the next meeting,
Keep collecting,

Philip

My Favourite Models by Terry Hitchinson

My passion for collecting Dinky’s Corgi and Matchbox models goes way back to my childhood. Whenever it was my birthday or Christmas, my family knew if they gave me a Dinky or two, I would be in my element. I would save up my pocket money and head for our local Hardware shop where I would spend time admiring the Dinky’s for sale in the shop’s cabinet and deciding which one I was going to purchase.

I recall purchasing models on several occasions and before I had reached home I had already discarded the box and just kept the model...if only I knew then what I know to-day.

My favourite model was always a Volvo 122S Amazon and I also collected the Volvo 544 models, Marcos Volvo, the Volvo P1800 models. I was very proud to obtain a model of the Saint’s Volvo P1800 - (see article on Page 2 “Volvo 1800 and Roger Moore as “The Saint“) As I’m sure many of you will recall, Roger Moore also became famous for his role as James Bond in several “James Bond” movies - with some movie-buffs saying he was the best of the Bond characters. I joined the NDMC club back in 1990 some 27 years ago. Geoff Sear - our late club chairman at the time - welcomed me saying “ The joy of collecting is in the hunt”. So to all you fellow collectors out there; Happy Collecting! and Enjoy the Hunt!!
Editor's Note: As most members already know, sadly Roger Moore passed away on 23rd May 2017 - this was shortly after Terry submitted his article.

The Saint's Volvo 1800

Volvo 1800 and Roger Moore as The Saint

The classic image of Roger Moore driving his Volvo sports car in the 1960's TV show, The Saint, endures even today.

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

Volvo happily supplied the first one in 1962, registered as 71 DXC, within a week of its being requested.

In 1964, Volvo moved production of the P1800 line from England to Sweden, and sent one of the new 1800S models, registration 77 GYL, to the set of "The Saint".

The first car was then chopped up for better interior shot access.

Three years later, in 1967, Volvo supplied yet another car. This car, however, didn't get much use as it was wrecked in a crash fairly soon after its arrival.

The production company did manage to salvage some of the parts, and used them to update the 1964 car with the new straight bumpers, chrome, and more modern trim rings for the wheels.

A short time after the crash, Volvo supplied two more cars. One, registered as NUV 647E, was used for Roger Moore's personal use, and the other, NUV 648E, was used for filming.

If you would like to see one of the cars, the "Cars of the Stars" museum in Keswick, England has the official 'Saint' car on display.

Their car is the fully restored 1964, registration 77 GYL, with a giant Saint logo on the hood.

Photo supplied by The Volvo Car Corporation, and is used with their kind permission.
Jaguars during the 1950s - Grace, Space and Pace

After the three XK120s’ exploratory trip to Le Mans in 1950, it was realised that Jaguar had the makings of a successful competition car if weight could be saved and aerodynamics improved. Consequently Lyons was persuaded by Heynes and the Manager of the Service Department, Lofty England, that a car should be produced solely with racing in mind. Hence was born the XK120C, or as the car is more generally known, the C-type.

To reduce weight, a multi-tubular triangulated frame was chosen and designed by Bob Knight. The body was designed by an aerodynamicist, Malcolm Sayer, who had joined the company from the aircraft industry. Many components were carried over from the production XKs including the engine but with larger exhaust valves, higher lift cams and larger SU carburettors.

The 1950 Motor Show saw the unveiling of the Mark VII saloon and once again Lyons ‘stole the show’. Designed with the US market in mind, it was, by European standards, a very large car. Americans took to the Mark VII and some $30m worth of orders were taken within months of the car’s introduction.
Such was the demand that a larger factory was required and the company moved to Browns Lane, Coventry, formerly a Daimler shadow factory. 1951 also saw an addition to the XK120 range – The Fixed Head Coupe. The long distance capabilities of the Fixed Head Coupe were demonstrably proven when Bill Heynes’ own road car was taken to Montlhery Autodrome near Paris. Here Stirling Moss and three others drove the car for seven days and nights at an average speed in excess of 100 mph.
Three **C-types** were finished just in time for **Le Mans** in 1951. They were to be driven by Stirling Moss and Jack Fairman; the Peters, Walker and Whitehead; and Leslie Johnson with Clemente Biondetti. Moss set off at a great rate of knots breaking the lap record and **Peter Walker and Peter Whitehead** recorded a **remarkable victory** first time out for the C-types. Unfortunately the return to France in 1952 did not yield the expected second victory. Jaguar fitted more streamlined bodies but was unable to test them at sustained speeds of 150 mph. Within hours all three had retired with overheating problems.

In April **1953** a third version of the XK120 the Drophead Coupe was launched. Meanwhile Jaguar engineers had been working in conjunction with **Dunlop** on a completely new type of brake that had, as yet, only been used on aircraft. The new development was the **disc brake** and was to be Jaguar's secret weapon upon their return to **Le Mans** in 1953.
Dunlop Disc Brake

The 24 hour race that year was notable for having representatives from most of the leading European motor car manufacturers and most of the top Grand Prix drivers. With their fade-free brakes the C-types could decelerate at the end of the three and a half mile Mulsanne Straight from speeds of around 150 mph, time after time, with complete confidence and leave their braking far later than their rivals. The result was a complete walkover, the Jaguars finishing first, second and fourth. The winning car was driven by a couple who typified the amateur drivers of the era. Major Tony Rolt had won the Military Cross for distinguished war service and Duncan Hamilton was a larger than life character to whom it was very much sport for sport’s sake.
In 1954 the XK120 were superseded by the mechanically updated XK140 fitted with the more powerful 190 bhp XK engine which had been used in the Special Equipment 120’s. The new models were visually similar to their predecessors differing in external details only. The fixed head had an extended roof line and together with the Drophead Coupe, was given two small extra seats in the rear.

(To be continued...)
"George! The gentleman you've been giving a lift all week says you promised to take his family for a Sunday morning spin."