

# TIMPO TOYS

Robert Newson examines a range of toys, inexpensive and popular when new, but neglected by collectors.

**T**impo Toys are well known for their model figures, at first made in lead and then in plastic, produced from the 1940s to 1979. From around 1940 to 1951 Timpo also made a range of die-cast vehicles which are the subject of this article.

The name Timpo comes from Toy Importers Ltd, and it was as an importer that the company was started in 1938 by Mr Sally Gawrylowicz. He mainly sold toys manufactured in Holland. Toy Importers Ltd was incorporated as a limited company in December 1938.

With the outbreak of war in September 1939, importing quickly became impossible, and Mr Gawrylowicz decided to manufacture his own lines. He started with twelve employees making wooden toys, such as farms, forts and wheeled items, and by the end of 1940 had 120 employees. The company had an office and showrooms at 26 Westbourne Grove, London W2, and four small factories nearby, producing soft toys, dolls and cast metal toys as well as wooden toys. Among the metal toys were the early Timpo vehicles.

Timpo's rapid growth was checked by wartime restrictions when from December 1, 1940 the Board of Trade imposed a 25% quota on all sales of toys and games. This meant that manufacturers and wholesalers were allowed to supply only 25%, by value, of the goods that they had supplied in the previous year. By volume, the figure would have been even less than 25%, due to inflation. There were no quotas on exports. Further restrictions came a year later, with the announcement that from January 1, 1942 there was to be a complete ban on the supply of toys containing more than 10% metal (by weight).

Timpo continued production of non-metal toys, although limited by quotas and materials shortages. During 1942 they experimented with plastic figures from the same moulds as their cast metal figures, but I am not sure whether any were ever sold.

Also from 1942, figures were made from a composition material that they called 'Timpolin'. This was a mixture of powdered pumice and/or sawdust



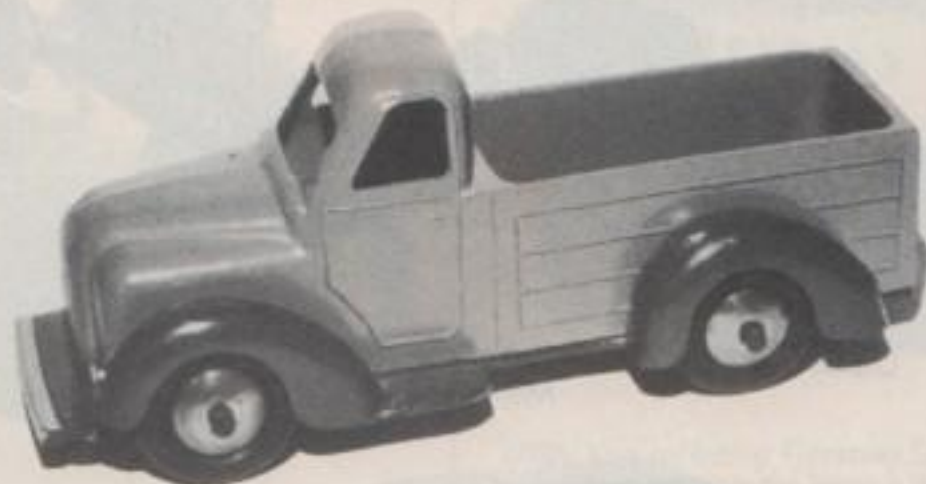
Wartime aeroplane made by 'Timpolin', with tin plate propellers. This would fall within the 10% metal allowance.



War-time MG Record Car (Hollow-cast)



Timpo Streamlined Saloon.



Pick-up Truck — post-war version.



Goody Toys: Morris saloon (left); Ford coupe (right).

and glue. It was also used for some larger models such as aeroplanes (see photograph), but probably not for vehicles, although some post-war metal vehicles have composition wheels.

## Wartime Timpo vehicles

There are three or possibly four cast metal vehicles by Timpo that date from 1940-1. These are all now rare, given their short time in production, and the fact that many would have been exported to help the war effort.

An MG Record Car, similar to Dinky Toys 23a, was made in hollow-cast lead. Hollow-cast toys were made by filling the mould with molten metal, and then pouring out the metal from the middle once the outside surface of the metal had solidified. This left a complete but hollow casting with a rough surface inside. All other Timpo vehicles were die-cast, ie both outer and inner faces of the casting were formed by the mould. Timpo also made a die-cast MG Record Car after the war, but the two versions are quite different.

Other wartime vehicles were a streamlined six-light saloon and a pick-up. Both these models were of two-part construction, with a chassis/mudguard casting and a separate body casting, held together by the axles in the manner of many Dinky Toys and Tootsietoys. Both models had Timpo in script (Timpo Toys on the pick-up) and MADE IN ENGLAND cast under the chassis. The pick-up was re-issued post-war, but with the name Timpo Toys blanked out and with brass wheel hubs in place of the previous die-cast hubs. This version is relatively common, and is the one illustrated in the photograph. Probably Timpo had sold the moulds to another manufacturer, but one can only speculate as to who that was. The brass wheels are no real clue, since wheels of that pattern were used by Arbur, Kemlow and by Timpo themselves after the war.

Now to the mystery car — possibly a fourth wartime Timpo vehicle. There is a Timpo advertisement in *Games*



& Toys magazine for May 1941 which includes a picture of a wooden garage. On the forecourt of the garage is a cast metal four-light saloon car. It has a separate body and chassis, like the streamlined saloon, but also appears to have a separate radiator/headlights/bumper casting. In fact it looks altogether very like the Goody Toys four-light saloon. This gives a number of possibilities: — did Timpo buy in the Goody Toys car to make up their garage sets?

— or did Timpo buy the moulds from Goody Toys?

— or did Timpo copy the Goody Toy?

— or just include the Goody Toy car in the advertisement photograph but never sell such a model?

If any reader has such a toy marked Timpo, please write to the editor and let us know!

## A note on Goody Toys

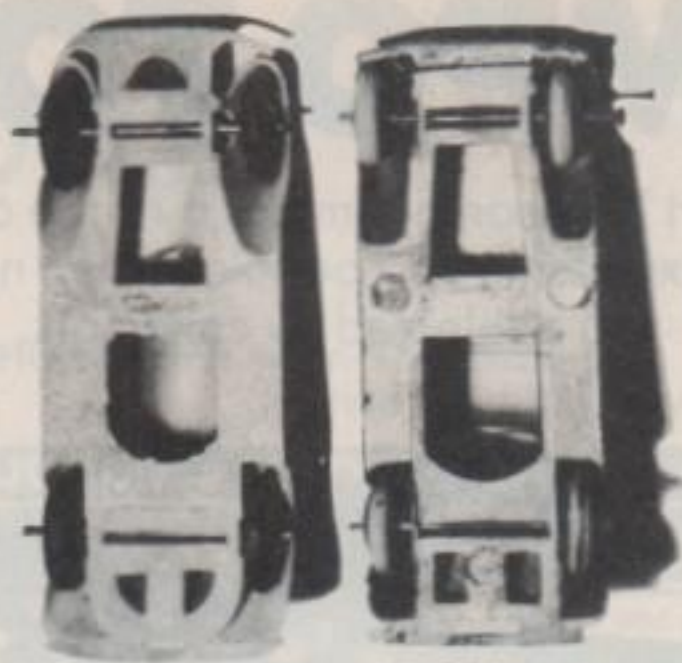
There are three known models — a six-light saloon (based on a Morris), a coupé (based on a Ford) and a four-light saloon. All are die-cast with separate body and chassis castings, a separate radiator grille, and die-cast wheels with rubber tyres. The six-light saloon and coupé are illustrated here. They have "Goody" (in script) and TOYS MADE IN ENGLAND cast under the chassis. I have had no luck in finding out anything about the manufacturer but the design of the base bears a striking similarity to the Timpo streamlined saloon and pick-up.

In 1943, Mr Gawrylowicz set up a new company called Timpo (Manufacturers) Ltd to deal with the manufacturing side of the business. His partner in this company and in Toy Importers Ltd was Mr Ernest Hainsfurth. Mr Hainsfurth held 25% of the shares, and Mr Gawrylowicz the remainder.

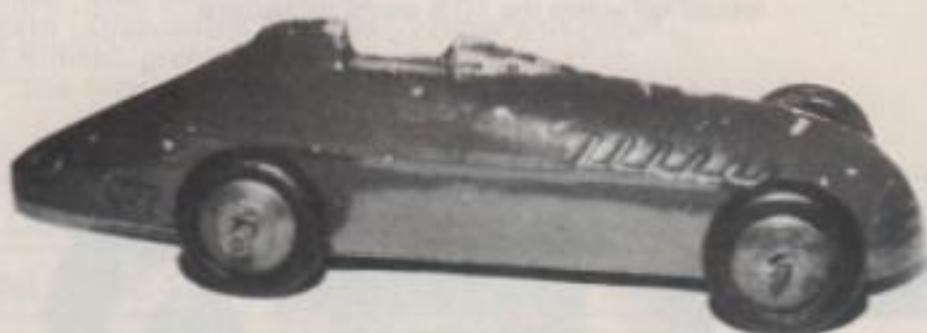
## Post-war Timpo Toys

The ban on the supply of toys containing more than 10% metal was lifted in June 1945, although the Limitation of Supplies Order, which placed a sales quota on all toys and games, remained in place for a further year. Nonetheless, Timpo were quick off the mark in developing a new range of die-cast vehicles, the first of which appeared early in 1946, and by the end of the year seven new models (possibly more) had been introduced.

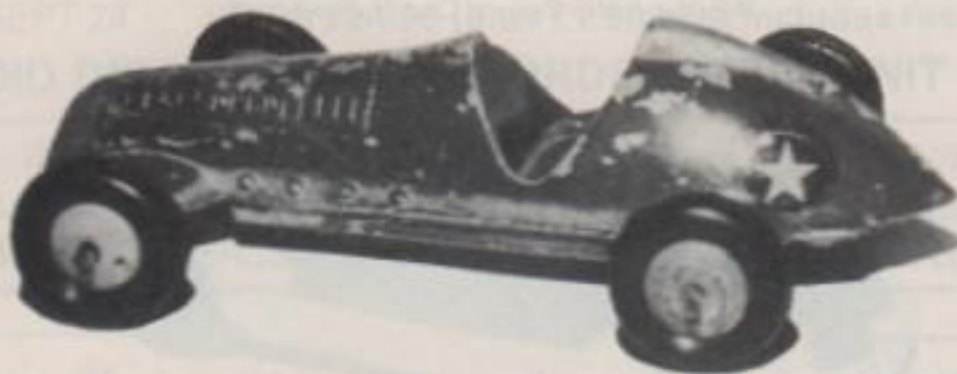
Post-war Timpo toys are mostly simple one-piece castings. Most have TIMPO TOYS MADE IN ENGLAND cast



*Timpo Streamlined Saloon (left) and Goody Toy Ford Coupe (right) — the similarity of design is striking.*



*MG Record Car — post-war version (die-cast).*



*"American Star" Racing Car.*



*Copies of the "American Star" Racing Car by Jolly Roger (left) and Merlin (right).*



*"Timpo Saloon".*

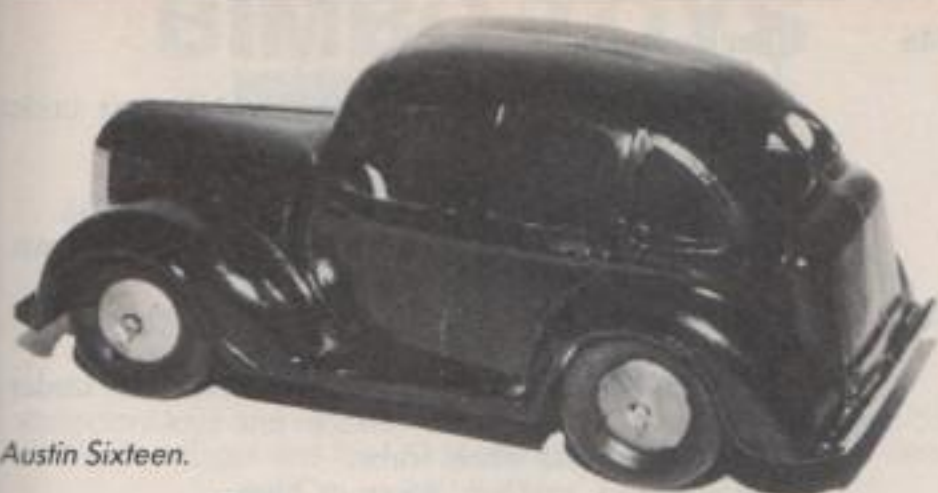
prominently in block capitals underneath, unlike the script lettering on earlier models. Block capitals were also used in the Timpo Toys triangular trade mark, which was used on boxes and advertising. This trade mark had first appeared in 1941. The models generally look rather crude to our eyes. Some of them are recognisably models of real vehicles, but many bear no resemblance to anything in particular. The finish was not to a high standard, and the paint seems to chip easily, judging by the usual badly chipped condition of models that survive. In fact I have a mint and boxed Timpo Taxi which seems to have had some chips touched in by hand before it left the factory! This model was ex-shop stock, so the touching-in was not the work of a previous collector. Most Timpo toys were spray painted, but some early examples seem to have been dipped rather than sprayed. However it is difficult to tell a dipped model from a repaint, particularly after 30 or 40 years in someone's toy box! Metal fatigue affects some models, but this is not such a problem as with some manufacturers, and a high proportion of surviving models have good metal.

Many Timpo vehicles had individual boxes, although some were probably also sold loose. The boxes were off-white card with dark blue printing. Various gift sets were also available, containing vehicles tied onto card in the manner of lead figures, usually with some petrol pumps, figures, etc included (see photograph in next issue).

The first post-war Timpo vehicle was the MG Record Car referred to earlier, similar to the wartime hollow-cast model but completely re-tooled. Timpo called this the 'M.G. S.100 Racing Car'. Next came a larger racing car sometimes referred to as a Maserati. Timpo called this the 'American Star Racer', and a star transfer was applied on each side of the model towards the rear. This car was a popular subject for copying by other manufacturers, and versions exist by Gasquy Septoy in Belgium, Jolly Roger in Wales, and Merlin in North London. All these are marked with the manufacturers' names, and all are clearly from different moulds, ie there is no question of the moulds changing hands. The Timpo toy was almost certainly the first version, which the others copied, since it was released so quickly after the war. It is also more common than any of the copies. The retail price was 1s 3d.

The next Timpo vehicle was termed the 'Timpo Saloon',





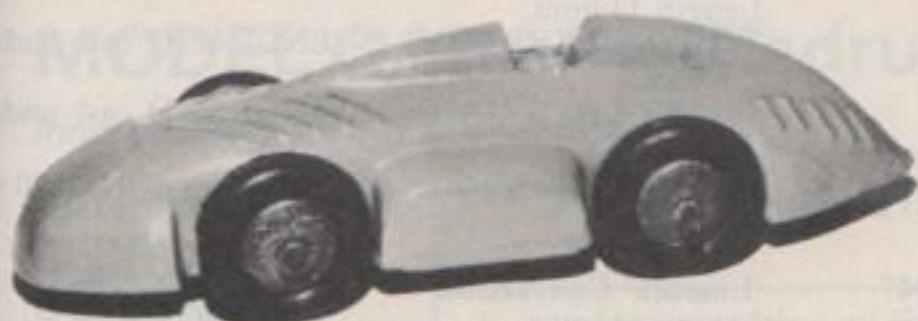
Austin Sixteen.



MG Midget.



Packard — friction drive version.



"Record Breaker."



Alvis Fourteen.

although later Timpo decided it was a Morris, since it does bear some similarity to the Morris Eight Series 'E'. The price was 1s 3d. The next introduction was a better model than the Morris, and was recognisably an Austin Sixteen, a large six-light saloon with a divided rear window. For some reason this is one of the rarest post-war Timpo vehicles. Price was 1s 6d.

Advertised as 'No 5 in the

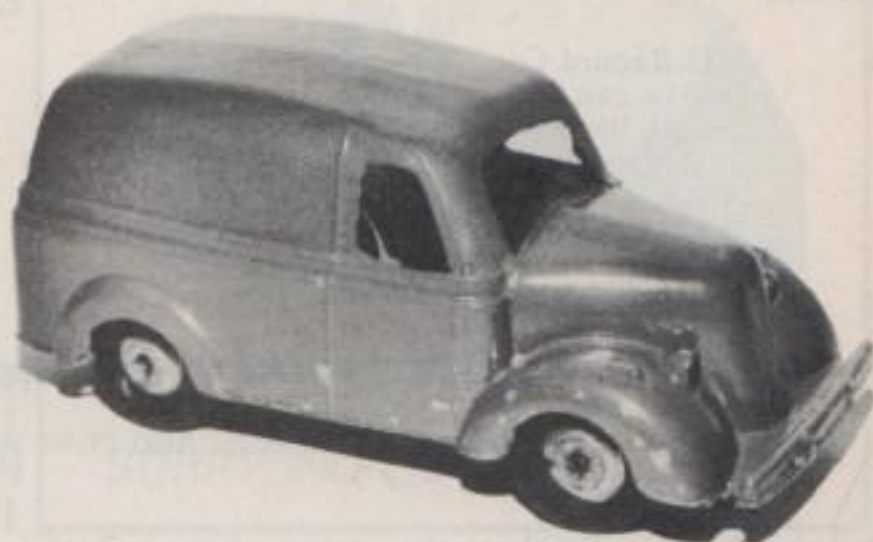
series' was an 'MG Sports', actually a nice little model of an MG Midget with high-swept front wings. The wheels on this model were composition, rather than the usual die-cast hubs with rubber tyres. Price was 1s 0d. Two further models were also released for certain in 1946. A large ugly Packard saloon is one of the most common Timpo toys, and it acquired a friction drive mechanism in 1948 (see next issue). Another

record car was also introduced, similar to Dinky 23e 'Speed of the Wind'. Timpo just called this one 'Record Breaker'.

Late 1946 or early 1947 saw the introduction of a large four-light saloon which had flat-sided styling reminiscent of the 'razor edge' styling of the time. The Timpo toy was possibly based on the Alvis Fourteen, though in this case Timpo made no claims for it. Another new model was a light van, at first plain and then with 'Tyresoles' or 'His Master's Voice' transfers. Timpo called this model 'Utility Van'. A friction drive mechanism was added in 1948 (see next issue). The first

of three articulated vehicles was also introduced, this being an articulated petrol tanker. The normal control cab is common to all three, the tanker, low loader and box van. The articulated tanker never had any transfers, as far as I am aware.

Two more cars were introduced during 1947. A large American convertible was called a Lincoln by Timpo. This model had seats cast with the body, but had the novelty of a separate floor and windscreen in pressed aluminium. More attractive was an Armstrong-Siddeley Hurricane Coupé, a simple but recognisable model.

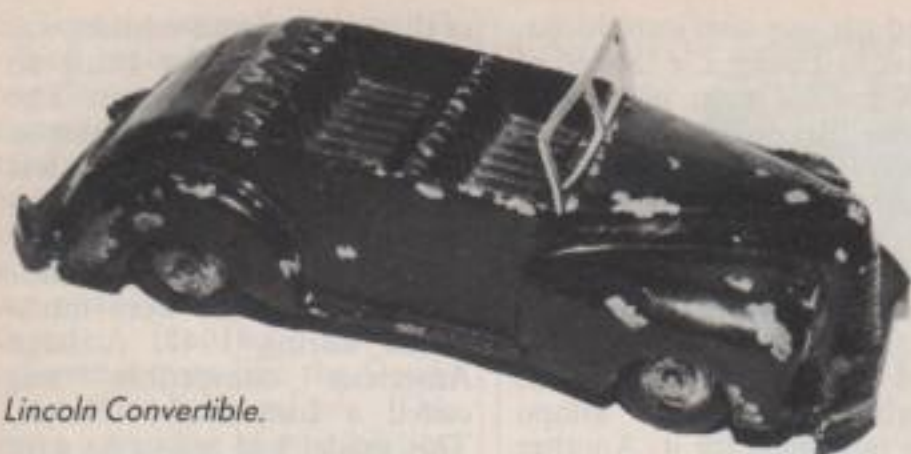


Utility Van, including Tyresoles Service and His Master's Voice versions (note the latter is the friction-drive version).



Articulated tanker.





*Lincoln Convertible.*

## Listing of metal Timpo vehicles

Colours listed are those that I have noted, but others probably exist. Wheels were always die-cast with rubber tyres, except where otherwise stated. Descriptions in quotes are those used by Timpo themselves in advertisements, etc.

Approx date  
introduced

- |      |  |
|------|--|
| 1940 | <b>MG Record Car</b><br>Hollow cast in lead.<br>Length 98mm.<br>TIMPO TOYS MADE IN ENGLAND cast on offside.<br>Colour: red.  |
| 1940 | <b>Streamlined Saloon</b><br>Length 99mm.<br>Timpo (in script) MADE IN ENGLAND cast under chassis.<br>Colours: blue body, cream chassis. Also exists with light coloured body.   |
| 1940 | <b>Pick-Up Truck</b><br>Length 97mm.<br>First version: Timpo Toys (in script) MADE IN ENGLAND cast under chassis. Colours unknown.<br>Post-war re-issue by another manufacturer: MADE IN ENGLAND cast under chassis. Brass wheel hubs.<br>Colours: red chassis, blue or dark green body. |
| 1940 | <b>Four-light saloon</b><br>Details unknown. May not exist.  |
| 1946 | <b>'MG S.100' Record Car</b><br>Die-cast in zinc.<br>Length 97mm.<br>TIMPO TOYS cast at rear on offside, MADE IN ENGLAND cast at rear on nearside.<br>Some with brass wheel hubs.<br>Colours: metallic green or metallic brown.  |
| 1946 | <b>'American Star' Racing Car</b><br>Length 101mm.<br>TIMPO TOYS MADE IN ENGLAND cast underneath.<br>Star transfers on each side towards rear.<br>Colours: dark blue, red or dark green.   |
| 1946 | <b>'Timpo Saloon'</b><br>Length 93mm.<br>TIMPO TOYS MADE IN ENGLAND cast underneath.<br>Colours: black, dark blue, grey, dark brown, light brown or red.   |
| 1946 | <b>'Austin Sixteen' Saloon</b><br>Length 96mm.<br>TIMPO TOYS MADE IN ENGLAND cast underneath.<br>Colour: black.  |
| 1946 | <b>'MG Sports'</b><br>Length 82mm.<br>TIMPO TOYS MADE IN ENGLAND cast underneath.<br>Composition wheels.<br>Colours: dark green, blue or red.  |

- |      |   |
|------|---|
| 1946 | <b>'Packard' Saloon</b><br>Length 113mm.<br>TIMPO TOYS MADE IN ENGLAND cast under roof.<br>Some with brass wheel hubs.<br>Fitted with baseplate and friction motor in 1948.<br>Colours: blue, black, grey, red, green or dark brown.  |
| 1946 | <b>'Record Breaker'</b><br>Length 99mm.<br>TIMPO TOYS MADE IN ENGLAND cast underneath.<br>Some with brass wheel hubs.<br>Colours: red, maroon, green or blue.   |
| 1947 | <b>Alvis Fourteen Saloon</b><br>Length 106mm.<br>TIMPO TOYS MADE IN ENGLAND cast underneath.<br>Some with brass wheel hubs.<br>Colours: red, grey, dark brown or black.   |
| 1947 | <b>'Utility Van'</b><br>Length 102mm (early casting) or 104mm (later casting).<br>TIMPO TOYS MADE IN ENGLAND cast under roof.<br>Fitted with baseplate and friction motor in 1948.<br>This model was re-tooled prior to the introduction of the motorised version. First casting has vertical bars on the radiator grille, second casting has horizontal bars. Other minor differences also.<br>Colours:<br>(a) dark green, blue, red or grey without transfers.<br>(b) black, TYRESOLES SERVICE transfers on sides.<br>(c) pale yellow, orange-yellow, pale blue or green with RADIO TELEVISION RECORDS "HIS MASTER'S VOICE" transfers on sides, HMV dog transfers on side and rear doors. |
| 1947 | <b>Articulated Petrol Tanker</b><br>Length 149mm.<br>TIMPO TOYS MADE IN ENGLAND cast under cab roof.<br>TIMPO TOYS MADE IN ENGLAND cast under trailer.<br>Colours: green, black or grey cab; blue, red, green or grey trailer.  |
| 1947 | <b>'Lincoln' Convertible</b><br>Length 115mm.<br>TIMPO TOYS cast under front bumper, MADE IN ENGLAND cast under rear bumper.<br>Colours: red, dark brown, grey, blue or black.  |
| 1947 | <b>'Armstrong-Siddeley' Hurricane Coupé</b><br>Length 105mm.<br>TIMPO TOYS MADE IN ENGLAND cast underneath.<br>Colours: black, red or brown.  |



*Armstrong-Siddeley Hurricane.*

*To be continued in the next issue  
of MODEL COLLECTOR*



# TIMPO TOYS

Robert Newson concludes his review, started in the October/November edition, of this varied range of toys.

In the autumn of 1947 came the Timpo Fire Engine, a streamlined vehicle supplied with two aluminium ladders. This was another model that was later motorised. The articulated box van, mentioned before, was introduced carrying 'Pickfords' transfers on both cab and trailer. This was the first of several vans with advertising that make for some of the most attractive Timpo toys. The articulated van is most common in the 'Pickfords' version, but can also be found with 'Timpo Toys' transfers, including the triangular Timpo trade mark, or in 'United Dairies' livery. A 'Wall's Ice Cream' version dates from 1949 and this is probably the nicest livery

Fire Engine.

too wide for its length. Another new model was a Police version of the Alvis saloon. This had a twin loudspeaker unit and POLICE sign riveted to the front of the roof, with a wire aerial behind it. The lettering cast under the roof was re-arranged in consequence.



'Timpo Toys' Van.

on this model; the three-tone colour scheme of cream, blue and black was all achieved by mask-spraying. A pale yellow version exists in the livery of 'Bishop's Move', a removals firm based in Pimlico, London, not far from Timpo themselves. This may well have been a promotional model. Finally, 'Lyons Tea' transfers on this model are not by Timpo — this is the re-issued version by Benbros from the same moulds, of which more later.

Towards the end of 1947 the Timpo Taxi was released, described as 'London Taxi Cab'. This model was cast in two pieces, the lower half including the bonnet, mudguards, driver's door and front and rear seats. The upper half comprised the passenger doors, window pillars, roof and boot. The two-piece construction allowed a two-tone finish, with the lower half painted black. Alternatively the whole model was painted one colour with the roof over-painted in black. Unfortunately, as a model the taxi is badly proportioned, being

I have been able to give the dates of issue of the 1946/1947 models fairly precisely, since at that time Timpo advertised extensively in the trade magazine *Games & Toys*, and gave prominence to new introductions as they appeared. From 1948, however, the rate of new introductions lessened, and advertisements are less informative. Five models, probably introduced some time in 1947/8, never achieved a mention in the advertisements at all. These include the very common articulated low loader, mentioned before. In contrast, a streamlined saloon with a Buick radiator grille is quite rare; perhaps it only had a short run because it is crude even by Timpo standards. It had composition wheels, like the MG Midget. A pick-up truck had a normal control cab and a load of eight barrels (on their sides) cast in the back. Lastly, a forward control cab/chassis was used for both a tipper truck and a Luton van.

New models for 1949 emphasised the theme of vehicles with



'Pickfords' Van.



'United Dairies' Van.

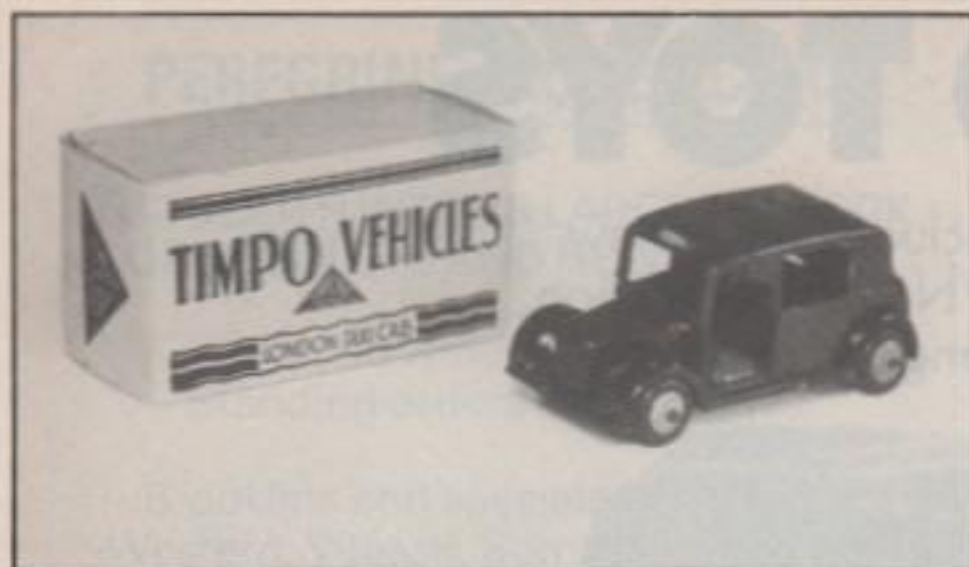


'Wall's Ice Cream' Van.



'Bishop's Move' Van.

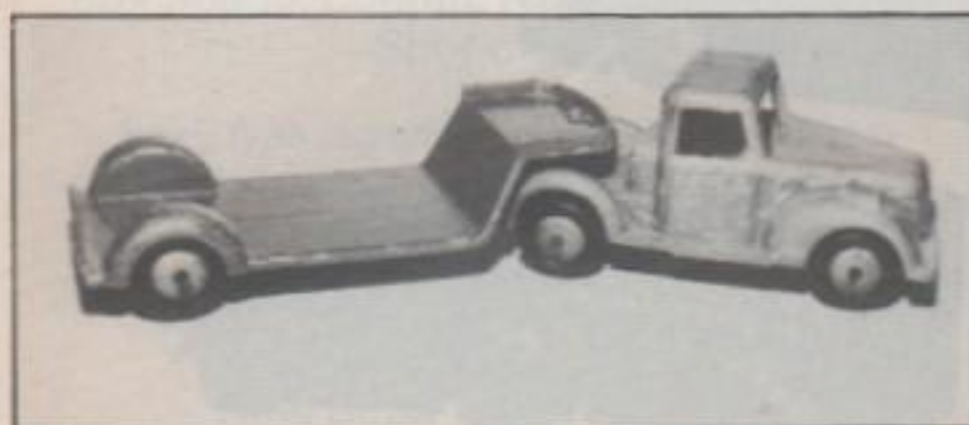




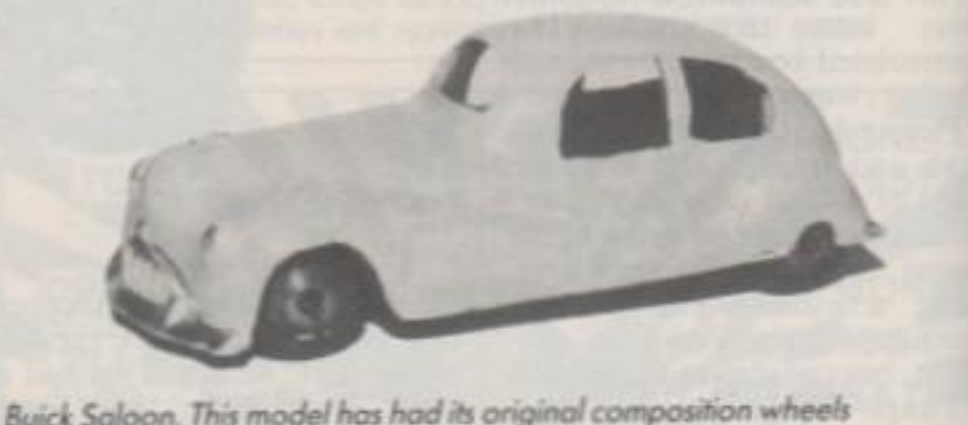
*London Taxi Cab with box*



*Police Car.*



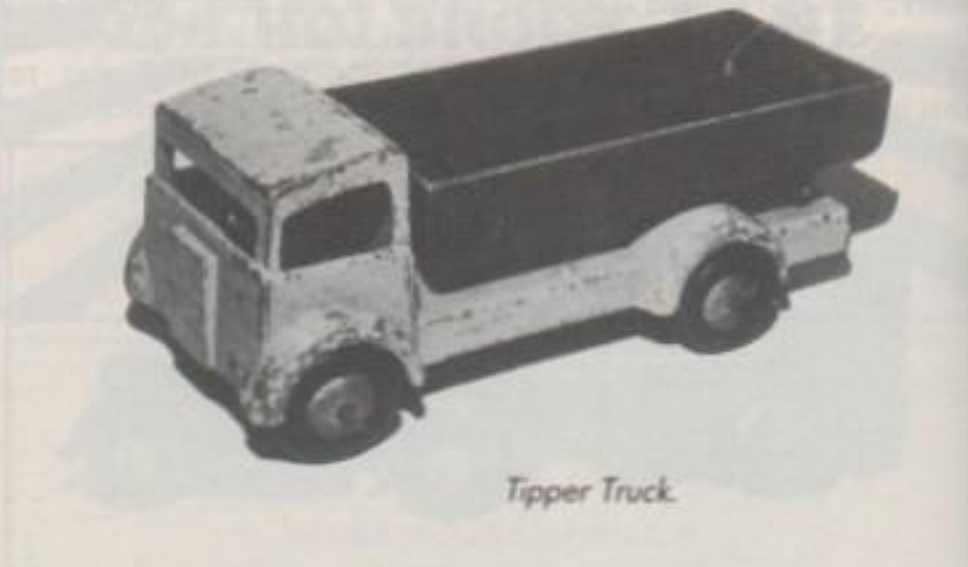
*Articulated Low Loader.*



*Buick Saloon. This model has had its original composition wheels replaced.*



*Pick-up with barrels.*



*Tipper Truck.*

advertising when Timpo announced 'faithful replicas of famous delivery services'. A normal control box van was introduced in 'Ever Ready' livery, and this version later gained a friction motor. The van is nicely proportioned and is sometimes referred to as a Guy. 'Golden Shred' livery also exists on the mechanical version. The forward control Luton van appeared in 'Smith's Crisps' or 'Golden Shred' livery. A completely new 'Esso' tanker was introduced, and this is a fairly complicated model. The tank is cast in two halves and riveted to the normal control cab/chassis. In addition, there are separate running boards along each side, riveted to the top of the rear mudguards, and between the cab and tank is a tin ladder giving access to the catwalk along the top of the tank. Paper labels on each side read 'Motor Oil Esso Petrol' and there is an 'Esso' roundel at the rear. It's just a pity that the cab was not mod-

elled on a recognisable make.

Friction drive motors were added to the Packard and 'HMV' van in 1948, to the Fire Engine in 1949, and also to the Guy box van. This required the fitting of an aluminium base to which the motor was tabbed, and the deletion of the old axle pillars from the moulds. The cogs and flywheel were all die-cast, and are, therefore, susceptible to poor casting, metal fatigue and rapid wear compared with a motor using conventional machined brass or steel parts. It is almost a surprise to find a Timpo motor still

working!

The last Timpo die-cast vehicle was also the best and one of the rarest. This was an AEC Monarch flat truck, and I would guess was made around 1950. It was designed as a brewery lorry, and hollow cast barrels were included with the name 'VAUX' cast on the ends. The cab had 'SUNDERLAND' cast on each side, this being the home of the Vaux brewery. A headboard was affixed behind the cab, presumably with further lettering cast on it, but unfortunately this has been broken off on the example

shown. The front axle was retained by a short tin base under the cab, and TIMPO TOYS was cast under the chassis.

Sadly, this was not the first of a new series of superior quality Timpo toys, but was just a one-off. A possible reason for the lack of any further developments in die-cast vehicles was the war in Korea. The consequent re-armament programme caused a shortage of metal supplies, and from March 1, 1951, there was a ban on the use of zinc, brass and copper for making toys. This ban was not so devastating for the toy industry as the previous wartime ban, since lead and steel were not affected, and manufacturers were allowed to use up their existing stocks of the banned metals, which allowed some to keep going for several months. Toys containing up to 10 per cent by weight of the banned metals were also still allowed. Die-cast toys are almost wholly made of zinc, however, and so Timpo quickly looked for



*'Ever Ready' Van.*



alternatives. The result was several plastic vehicles, introduced in 1951, with aluminium baseplates and friction motors as on the die-cast vehicles. The ambulance shown here has a bell inside that is supposed to ring as the model runs along. There were also police and fire vehicles with bells, and two American-style cars, a saloon and coupé. A plastic forward control lorry had its friction motor mounted directly in the plastic body, without a baseplate. There were several versions of this lorry, including the 'Timpo Tanker' illustrated. Later examples can be found marked 'Elmont Toys' — presumably Elmont bought the moulds from Timpo.

It was not until May 1952 that zinc could again be used for toy production for the home market (exports had not been restricted). However, I do not believe that the Timpo die-cast vehicles were reintroduced. The 1952/3 Timpo catalogue is available in reproduction, and no vehicles are shown.

Timpo vehicles had been an instant success in 1946. They were cheap, strong and simple toys, and there was very little to compete with them. Dinky Toys were aimed much more at the upper end of the market, sold through specialist toy shops and were almost twice the price of Timpo Vehicles for a comparable size toy. In Woolworth's and on market stalls, Timpo toys were dominant. But by 1952 the post-war Dinky range was re-established and many new competitors had emerged. Timpo obviously decided to

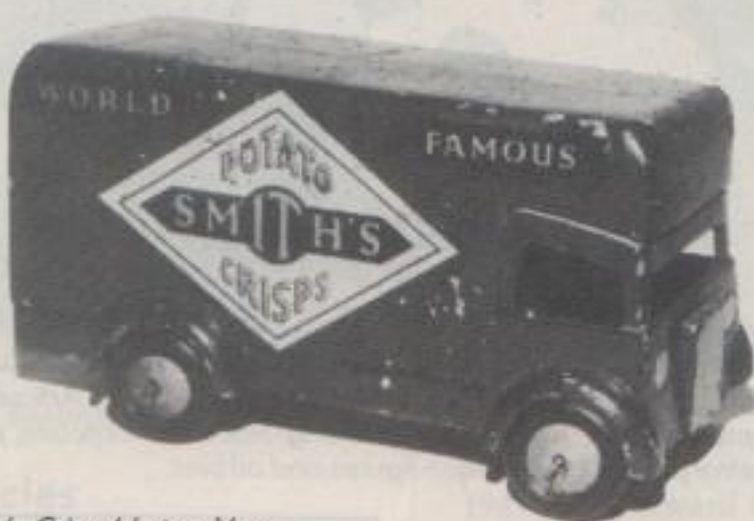
concentrate on figures rather than vehicles.

Another consideration may have been the departure of Ernest Hainsfurth from Timpo towards the end of 1952. This led to some re-organisation of the Timpo companies: the original Toy Importers Ltd was wound up, and Timpo (Manufacturers) Ltd changed its name to Model Toys Ltd in 1953 and moved to new premises (still in West London). Sally Gawrylowicz had changed his name to Sally Gee some time in the late 1940s — he had always been known as 'Mr G' — and he remained involved with the company.

The last new Timpo metal figures were introduced around 1955, and thereafter plastics predominated. Some of the tools to make die-cast vehicles and hollow-cast figures were sold off as they were no longer required. The buyer was Benbros (London) Ltd of Walthamstow, who were already making their own metal vehicles and figures. Several Timpo vehicles were re-issued by Benbros, always with the Timpo name removed from the mould. They can also be recognised by the distinctive Benbros wheels which usually have a pattern of six 'bolt heads' around the hub, firstly in metal, later plastic. These types had rubber tyres, but some of the Benbros models also had solid metal wheels. The three articulated lorries were all re-issued, with 'Lyons Tea' advertisements on the box van and with 'Motor Oil Esso Petrol' on the articulated tanker. I have



*Golden Shred Van with friction drive.*



*'Smith's Crisps' Luton Van.*



*'Esso' Tanker. This model has been restored using transfers intended for the Dinky Studebaker.*



*Plastic Ambulance.*



*AEC Monarch Brewery Lorry.*



*Plastic 'American style' saloon and coupe.*



*Plastic tanker.*



also seen the articulated tanker with a 'United Dairies' transfer as used on the Timpo box van, so probably Benbros had purchased Timpo's remaining stocks of this transfer.

The Timpo Esso tanker was also re-issued, but simplified by omitting the running boards and ladder. Again the Benbros version usually had 'Motor Oil Esso Petrol' on one side. The Timpo Luton Van was given a new box van body by Benbros which no longer projected over the cab, and this had 'Pickfords Removals' labels on the sides. None of the above models carried the maker's name.

The AEC Monarch lorry was also re-issued by Benbros, in several versions. The Benbros models had vertical bars on the radiator grille instead of horizontal, the tin base under the cab was replaced by a die-cast base, and BENBROS Qualitoy MADE IN ENGLAND was cast under the chassis. Benbros



*Large Timpo Set: contains Packard, 'Utility Van', MG Midget, Articulated Tanker, 'American Star' Racer and Armstrong-Siddeley Hurricane, plus die-cast petrol pumps, composition figures and oil bins.*

clearly did not understand why SUNDERLAND was cast on the cab sides; they decribed the model as 'Sunderland Wagon' on their boxes and sales lists!

I cannot be sure when Benbros started production of these ex-Timpo models, but it was probably the second half of the 1950s. Most of them were still available when Benbros ceased toy production in 1965.

Timpo merged with Berwick's Toy Co Ltd in 1966, and moved to Shotts, Lanarkshire, Scotland. Production ceased in 1979, and the company ceased to trade at the end of 1980. Model Toys Ltd was never properly wound up, and was finally struck off the Register of Companies in 1985.

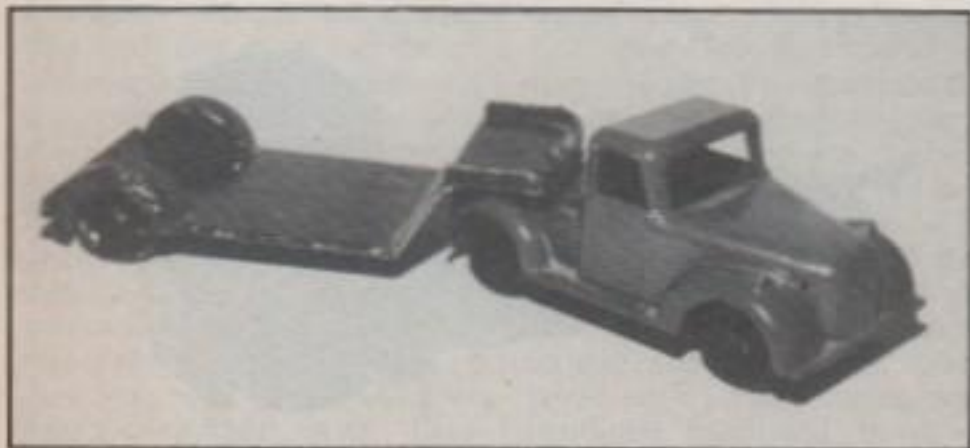
Thanks to Patrick Trench, Trevor Wright, Dave Orchard and Graham Bridges for allowing models in their collections to be photographed; also thanks to Norman Joplin for some useful snippets of information.



*Benbros re-issue of articulated tanker.*



*Benbros re-issue of 'Esso' tanker.*



*Benbros re-issue of low loader.*



*Large Racing Set: contains MG Record Car, 'American Star' Racer and 'Record Breaker', plus three petrol pumps and four figures.*

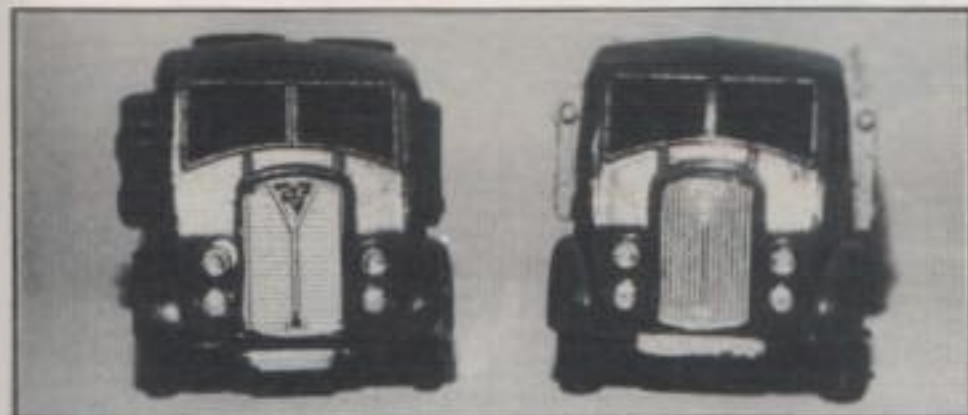


*Benbros 'Pickfords Removals'.*





Benbro AEC Monarch lorry.



AEC Monarch. The Timpo is on the left, the Benbro on the right.

## Listing of metal Timpo vehicles

Colours listed are those that I have noted, but others probably exist. Wheels were always die-cast with rubber tyres, except where otherwise stated. Descriptions in quotes are those used by Timpo themselves in advertisements, etc.

- 1947 Streamlined Fire Engine with two ladders**  
Length 105mm.  
TIMPO TOYS MADE IN ENGLAND cast under roof.  
Fitted with baseplate and friction motor in 1949.  
Colours: red body, ladders painted yellow on one side.

- 1947 Articulated Box Van**  
Length 146mm.  
This model was re-tooled during its production life. First casting has TIMPO TOYS MADE IN ENGLAND cast under cab roof and TIMPO TOYS MADE IN ENGLAND cast transversely under trailer. Second casting has TIMPO TOYS ENG- LAND cast under cab bonnet and TIMPO TOYS MADE IN ENGLAND cast lengthwise under trailer. Other minor differences also.  
Colours:  
(a) Black cab with red wheel hubs, PICKFORDS transfer at front of roof. Black trailer with grey roof, red wheel hubs, PICKFORDS transfer on front, PICKFORDS REMOVERS at rear, PICK- FORDS REMOVERS & STORERS EVERY- WHERE on sides.  
(b) Dark brown cab with black mudguards. Green, blue or red trailer with TIMPO TOYS and triangular logo on sides.  
(c) Orange cab (including wheel hubs). Orange trailer (including wheel hubs) with black roof, UNITED DAIRIES transfers on front and sides.  
(d) Light blue cab with black mudguards and rear deck. Trailer has cream roof and upper half, light blue lower half, black mudguards, WALL'S ICE CREAM transfers on front and rear, WALL'S ICE CREAM MORE THAN A TREAT — A FOOD on sides.  
(e) Pale yellow cab and trailer (including wheel hubs). BISHOPS transfer on front of trailer, TEL. VIC. 0532 transfer at rear, side transfers have BISHOP'S MOVE logo and REMOVALS STOR- AGE BISHOP & SONS DEPOSITORIES LTD. 10-12, BELGRAVE ROAD, LONDON S.W.1.

- 1947 'London Taxi'**  
Length 94mm.  
TIMPO TOYS MADE IN ENGLAND cast under-

neath.  
Colours: black lower half with blue, dark green or maroon upper half; or red or green with black roof.

- 1947 Alvis Fourteen Police Car**  
Length 106mm.  
TIMPO TOYS ENG. cast underneath.  
Colour: black.
- 1947? Articulated Low Loader**  
Length 168mm.  
TIMPO TOYS MADE IN ENGLAND cast under cab roof.  
TIMPO TOYS MADE IN ENGLAND cast under trailer.  
Colours: green, black or grey cab; blue, green, black or red trailer.
- 1947? Buick Saloon**  
Length 99mm.  
TIMPO TOYS MADE IN ENGLAND cast under-  
neath.  
Composition wheels.  
Colours unknown.
- 1947? Pick-Up with Barrels**  
Length 104mm.  
TIMPO TOYS ENG. cast underneath.  
Colours: red or blue, dark brown barrels.
- 1947? Forward Control Tipper**  
Length 101mm.  
TIMPO TOYS MADE IN ENGLAND cast under chassis.  
TIMPO TOYS MADE IN ENGLAND cast under tipper.  
Colours: cream cab and chassis, red tipper.
- 1947? Forward Control Luton Van**  
Length 97mm.  
TIMPO TOYS MADE IN ENGLAND cast under chassis.  
Colours:  
(a) Black cab, chassis and lower half of body, light blue upper half of body, no transfers.  
(b) Dark blue. WORLD FAMOUS POTATO SMITH'S CRISPS transfers on sides, POTATO SMITH'S CRISPS transfer at rear.  
(c) Green. GOLDEN SHRED transfers on sides.
- 1949 Normal Control Box Van**  
Length 105mm.  
TIMPO TOYS MADE IN ENGLAND cast under roof.  
Later fitted with baseplate and friction motor.  
Colours:  
(a) Dark blue with white roof. EVER READY transfers on sides and at front of roof; EVER READY COMPANY (GREAT BRITAIN) LIMITED TORCHES, BATTERIES AND ALL FORMS OF PORTABLE ELECTRICITY with EVER READY logo and registration number HYH 960 at rear.  
(b) Green. GOLDEN SHRED transfers on sides, Robertson's golly transfer at rear.
- 1949 Normal Control Petrol Tanker**  
Length 116mm.  
TIMPO TOYS MADE IN ENGLAND cast under-  
neath.  
Colours: red cab, chassis and tank, black running boards and ladder.  
MOTOR OIL ESSO PETROL labels on sides, ESSO at rear.
- 1950? AEC Monarch Brewery Lorry**  
Length 129mm.  
TIMPO TOYS MADE IN ENGLAND cast under chassis.  
SUNDERLAND cast on cab sides.  
Hollow-cast barrels with VAUX cast on ends.  
Colours: red cab, chassis, body, base and wheels.  
Dark brown barrels.



# TIMPO UP-DATE

The articles by Robert Newson on Timpo Toys created a great deal of interest, and brought forth new information. He now presents an update.

Since writing my article on Timpo Toys (MODEL COLLECTOR: October/November and December/January) some further interesting variations have come to light.

I mentioned in the article that the Benbros reissue of the articulated box van has 'Lyons Tea' transfers. A Timpo version of this model has now been found with the same transfers: a large LYONS TEA on each side and smaller LYONS TEA at the front. Colours are dark blue with an off-white roof. It seems certain that Benbros bought the remaining stocks of the transfers from Timpo when they bought the moulds, as with the 'United Dairies' transfer which appeared on the Benbros articulated tanker.

The rarity of the Timpo Austin Sixteen is perhaps explained by the fact that we now know that Timpo disposed of the moulds for this model, since reissued models have now been found. The first of these has no lettering cast underneath, and is fitted with brass wheel hubs. Colours are dark red or very dark blue-black. The mould has also been modified by machining the two inner faces of the mould where they meet down the centre line of the model. The effect of this is to make the whole casting slightly narrower and to take out the central vertical bar on the radiator grille, leaving just a casting line. The sunroof detail has also been lost.

The next version has been further modified to fit a tin base and friction motor, deleting the axle pillars. The body is moulded in light blue plastic, with A BETAL PRODUCT cast under the roof. MADE IN ENGLAND is stamped on the base, and brass wheel hubs are fitted. The name Betal (ie Beat All — get it?) was the trade name of J. & H. Glasman Ltd of Plaistow, London E15.

It is impossible to say whether the first reissue (in metal) was by Betal or whether the moulds changed hands a second time between this and the plastic version. Brass wheel hubs on a reissued model were also a feature of the ex-Timpo



*Betal plastic Austin Sixteen, with box.*



*Timpo 'Lyons Tea' van.*

Pick-Up, and there may be a common link here.

Some further colour variations have been reported on standard Timpo models:

Record Breaker — orange brown;

MG Midget — dark brown;

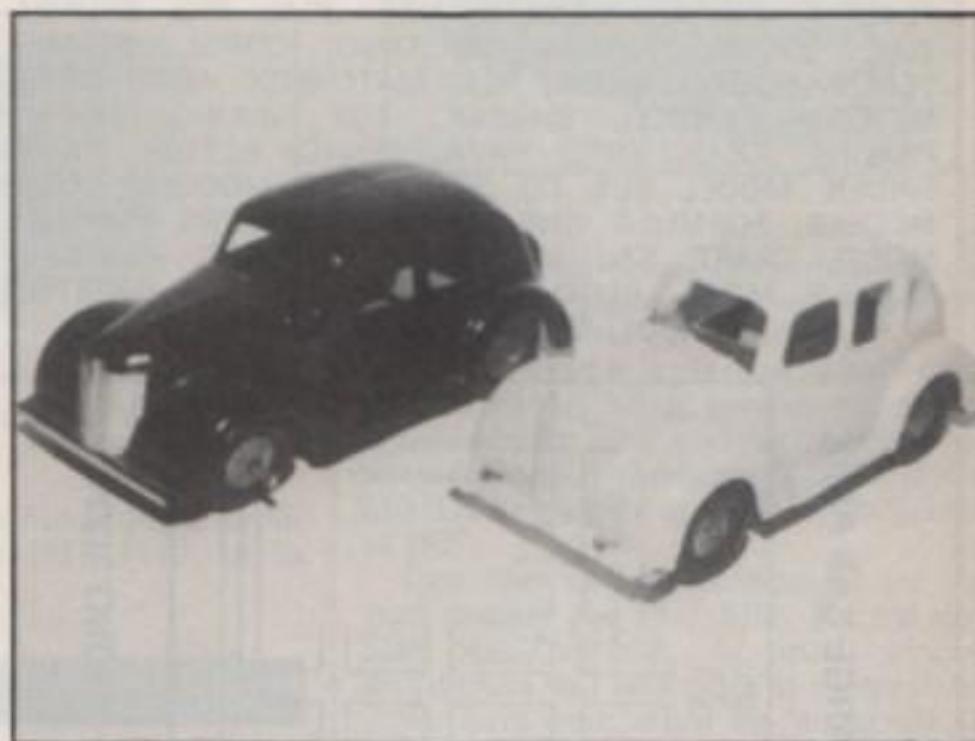
Utility Van — light brown (no transfers);

Lincoln Convertible — green;

Armstrong-Siddeley — grey.

Finally, Dave Orchard has a Timpo gift set with 'Made in Eire' on the box label. The models, however, are marked 'Made in England' as normal, so this would seem to be a local packing arrangement for the Republic of Ireland, possibly as a way of avoiding import duty.

Thanks to Dave Orchard and Patrick Trench for much of the above information.



*Austin Sixteen:  
by Timpo (left); by Betal (right).*