

Natal Diecast Model Collectors

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Details of next meeting:

Date: Monday 26th November 2012
Venue: VCC Clubhouse, Kloof
Time: 17:30 for 18:00 'till we end
Cost: R20-00 for non-members
Subs due: R100-00 for the year.
R60-00 for Country Members
Theme: Rod Guérin Annual Diorama Competition
"Any Subject"

Dates to look out for:

Monday 26th November Natal Diecast Model Collectors Meeting
VCC – Kloof

Monday 26th November Rod Guérin Annual Diorama Competition

Rod Guérin Annual Diorama Competition

Contestants please note that there must be a title on the diorama, a brief description why the models were chosen, and what the entrant is trying to convey. See website www.ndmc.co.za for the full rules of this competition.

A History of Resin Transport modelling by David Wright

Following the very successful publication of "A History of White Metal Transport modelling", David Wright has responded to popular demand which has sought the other half of the international story - the resin world.

"A History of Resin Transport Modelling" is the companion volume, and David has sought out over 170 contributors, this time many from France, Italy, Netherlands and eastern European countries, who between them portray a colourful picture of how resin kits were first developed, and transformed into current day miniatures. Japan and Australia, Russia and Romania, together with the USA and UK make this book truly an international reference work.

A versatile medium such as resin has taken David's research into slot racing, military and armour, as well as heavy haulage, buses, land speed record and racing cars.

David is adopting a similar format to its predecessor, with chapters on each group of producers, a timeline appendix, and a focus firmly on the people behind the models. This time, Ray Strutt, ex Organiser of the ModeleX exhibitions, has written the Foreword. Amazingly, the book will be around 250 pages long, very similar to the white metal book, and will also retail at £24.95. David will be publishing it himself, and has already booked to launch it in the foyer of the Sandown Park Toy Fair on Saturday 16th February 2013. He will be there to sign copies for collectors wishing to buy, after which it will be available direct from David, through his website www.transportmodellingbooks.co.uk or e-mail at david@transportmodellingbooks.co.uk

Terry Morgan is looking for the following books: Cell No 076 903 5024

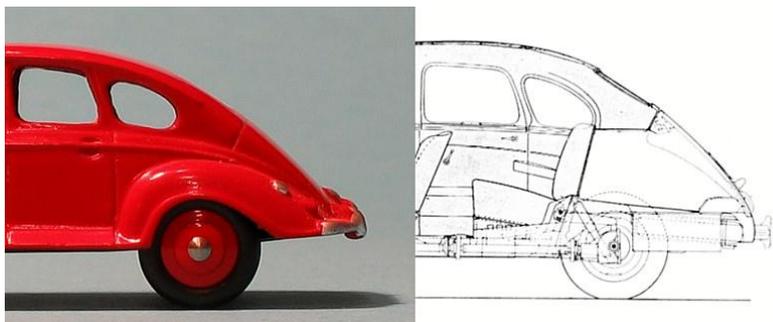
"The Complete Guide to MG Collectables"

By Michael Ellman-Brown.

"The Complete Guide to Jaguar Collectables"

By James Mann

John Hodges did an extremely good job by reproducing some of the Dinky Toys that never were (no. 38e Triumph Dolomite Roadster, no. 40c Jowett Javelin Saloon, and no. 195 Jaguar XK 150). Although he was really admired for his enterprise, and the very good Dinky similarities he has managed to recreate in his models, there are some deficiencies as well. By comparing a photograph of the tail of the Jowett model with the same area in a drawing from Jowett Cars Ltd. (from: The Jowett Javelin and Jupiter by D.B. Tubbs – Profile Publications no. 16, p. 4) the deviation from the prototype is evident. The back is far too flat and square compared to the 1:1 car. By the way, the Javelin's design by Gerald Palmer was already from 1942.



At least two Meccano drawings of the Jowett Javelin must have existed. The assembly was job No 12885, and the design of the body was job No 12886.

The first one is documented in the undated Dinky Toys Job List Index, which may have started in about 1947-48 and had become obsolete by 1952-53. An asterisk marks the first new additions after the initiation of the list. So the Jowett was included in the newer models' listing, with a line drawn across the model name when it was withdrawn.

The second drawing, dated 10th October 1947 was auctioned at Christie's South Kensington on September 14th 1995. This cannot be found in the impressive drawings list of Mike & Sue Richardson's Great Book of Dinky Toys. Perhaps John Hodges had a copy at his disposal. The date of the drawing is in chronological order with the preceding no. 40b Triumph 1800 Saloon (7th July 1947) and the subsequent no. 40d Austin Devon Saloon (17th February 1948) as shown in the GB of DT on page 182.

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Hi Folks !

The theme for our September meeting was "The 50th Anniversary of the MGB" It was great to have several MGB members join us as our guests with their real cars, and this helped contribute to a most successful and enjoyable evening. Thanks to MGB enthusiasts Trevor Burnett, Lawrence Sysum, and Theo Alberda and to Chris Brown for arranging with MGB members.

There were also several really stunning 1/18th and 1/24th scale MGB models on display – some models even had "real" carpeting in the boot, and a realistic looking engine under the bonnet. Thanks to members and guests for bringing their prized models to the meeting.

Our thanks as well to Noreen Perryman for attending, and for the article and pics published in Autodealer.

This is a reminder to members that our last meeting for the year is a bring-and-share-a-plate of eats evening, as well as the annual Rod Guérin Annual Diorama competition. NDMC members and their partners are welcome to attend the evening.

The theme for the Diorama competition this year is "Any Subject". This has been a close competition in recent years, with some intense rivalry, and so good luck to all the participants.

"The Geoff Sear Annual Floating Trophy - Enthusiast of the Year" will be awarded for the first time at our end of the year meeting. This Floating Trophy of a Mini Cooper 'S' was donated by Marilynne and Rowan Sear - and members attending this meeting can vote for their candidate of choice.

It remains then to wish members and their families a Blessed and Merry Christmas, all the best over the festive season, and a Happy and Prosperous New Year. Hope you find a few "wanted" models under the Christmas tree.

See you at the next meeting,

Keep collecting

Philip

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ODGI Toys of Yesterday.
Researched from the Internet



Austin Hampshire No 928 in blue

Odgi's Toys of Yesterday Series are hand-cast metal models designed to compliment Dinky Toys of the 1930s through 1950s. Some models are intended to fill the gaps in the Dinky range which were not issued. Some other models are the talented maker's ideas on what could have been offered.

Most new cars which were sold in the immediate post war period, were more or less the same as their pre-war ancestors. This was because most companies had neither the time nor the money to introduce new car ranges straight away. And this was good news for Dinky as they could then re-issue many of their pre-war models. However some were pre-war prototypes that had been planned by Meccano (Dinky's Parent Company) but they were never introduced, and these were selected for post-war production.

There were many other pre and post war drawings for models of buses, trucks and automobiles that were never produced by Meccano. In 1980, John Hodges decided to experiment in the competitive toy market by attempting to fill the gap left by Meccano. Originally John Hodges started this as a hobby focusing on civilian vehicles. But, the results were so

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astonishing and initial demands were so high that he decided to start his own home based production. The name "Odgi" came from Hodges' nickname, pronounced "Aw Gee."

John carefully made the drawings using photographs of real vehicles as well as using his extensive experience from when he worked in a toy factory for Lines Brothers - the well known maker of Tri-ang toys. Once the prototype was mastered, he would send it to a tooling firm who produced the number of models John wanted.

For the emerging Toys of Yesterday line he chose a particular car "The Triumph Dolomite" model as his first try. Being a newcomer he forgot to register his patent, and very soon the design was reproduced by a well known toy company. Without any legal resource he was forced to sell the master item. He then re-mastered the Dolomite, now with the knowledge of how to protect the design. The end result was so striking that demand for the model, especially from Dinky collectors was so high it had to be re-issued many times.

Other models quickly followed such as the Jowett Bradford Van, the Jaguar XK150 and Ford Consul MKII Saloon in 1985. After a 5 year hiatus Odgi came back into production with the 1953 Daimler Conquest Sports Car. John Hodges is still active in producing Odgi Models, and they have become collectables in their own right.



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