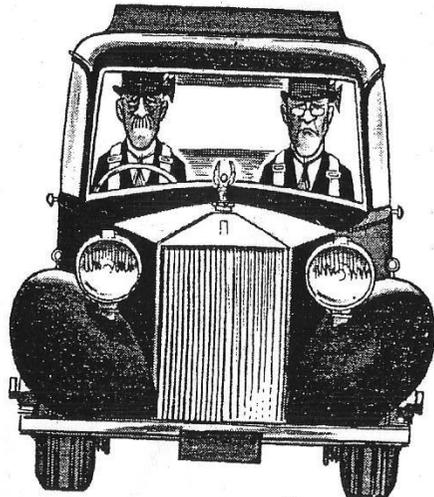


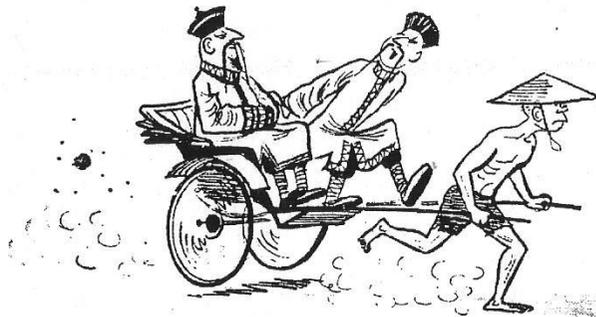
JOUBERT'S
MOTORING JOKES

CLUNK - CLINK



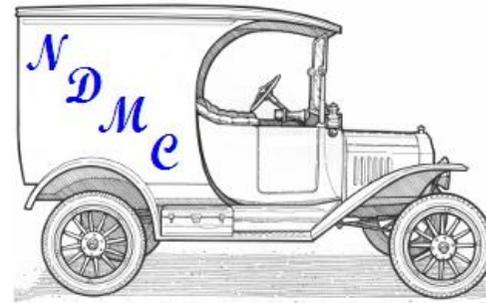
Brockbank

- CHINK



"- and just kick down for overtaking."

8.



Natal Diecast Model Collectors

July 2013



1956 A.C. Ace Bristol in red
SEAR Model made in resin by Geoff Sear.

Natal Diecast Model Collectors

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Details of next meeting:

Date: Monday 29th July 2013
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: "SEAR Models" - OR "British Sports Cars"

Dates to look out for:

Monday 29th July Natal Diecast Model Collectors Meeting
VCC - Kloof

Saturday 3rd & Sunday 4th August **Wings, Wheels & Whistles**
held by the Pietermaritzburg Model Engineering Society
78 Rudling Road, Bisley, PMB



**1965 Ginetta G4 Series II in ivory
SEAR Model made in resin by Geoff Sear.**



**1957 G.S.M. Dart in silver grey
SEAR Model made in resin by Geoff Sear.**

the original car, a nice authentic feature.

Due to Geoff's ill-health, only one new model was introduced in the next two years, the 1961 **MG Midget Mk I**, and then some time later, he once again went back into full production, and in addition to a Dinky-style model of the 1949 **Riley 2½ litre Roadster** (based on the Dinky saloon).

I finally got his long-awaited model of the 1950 **Triumph TR-X Roadster**, but the wait was definitely worth it. Only three cars were produced by Triumph before they decided to make the less complex TR1/2 design, but I believe the styling, by Walter Belgrove, is superb and was perhaps too advanced for the sports car scene in the early 1950s. *(In reality I think the bulbous look was already outdated at that time. The story is in the Auto Review Triumph book. Ed).* I am lucky to have a brochure for this unique car (and for the TR1), which Geoff used to produce his model, which I think is one of his best, with chrome hub caps, door buttons and retracted aerial all perfectly detailed, though the grille slats are a bit irregular.

This completes my collection of Sear Models to date, but keen collectors of British cars may be interested to learn that Geoff's next planned models are two or three versions of the unique and never-before-modelled **Fairthorpe** cars. Another first in the field for collectors of British car models by Geoff Sear.

Editor's note: Geoff adds that he has made some other models not mentioned by Ron, including MG UMG400, MG HM06 and V-Max Mini. He also says, 'The Dundrod and Protea Triumph are temporarily unavailable. The real Protea suffered an accident in a historic car race and was virtually written off. Fortunately nobody was hurt, but current owner Alan Grant is determined to rebuild it in time for the 50th anniversary of Protea in July 2009'. Regarding the Riley, he says, 'It is a chopped Dinky. I made a mould of the original, then a resin plug and then modified the plug into the final model, so the original was not damaged. I know it's not 100% accurate, and so should not be taken too seriously. I was just having a bit of fun. Riley models can be any colour, left hand drive or right hand drive, at £18.00 each. The TRX Bullet costs £35.00.

Hi Folks !

The theme for our May 2013 meeting was "50 Years of the Triumph Spitfire" – OR "Triumph Sports Cars" - and members brought along many various model makes to display, and we had an interesting evening.

As suggested by a few members, the theme for our July meeting is SEAR Models. Hopefully, all members who have SEAR Models in their collections, will bring them along to this meeting.

If you wish to participate in displaying models, but don't have any SEAR models in your collection, then I suggest either bring models made in kit form by Geoff, or models of "British Marque Sports Cars".

See article on SEAR Models starting on page 4 of this newsletter – this was written by Ron Gersbank for "Model Auto Review" in 2009.

Also as mentioned, when reading this article please bear in mind the time this article was written.

And as most members should already have seen, SEAR Models have been added to our NDMC website, under "Collections".

Some members may remember that many years ago, our club was kindly invited by Mike McCaul to see his vast collection of model cars, model trains and Meccano.

So it's great to tell members that Mike has again kindly extended an invitation to our members to see his collection. And it will possibly be many years before you ever see such a large and varied collection of models under one roof again.

We will however, have to go in fairly small numbers, and on different days.

Please let me know at our meeting if you are interested in attending, and we can discuss the days and times that suit both parties.

See you at the next meeting,

Keep collecting

Philip

Note: The article below is from Model Auto Review 231, April 2009, pages 14 and 15. Please bear in mind the time it was written, as it may contain some references which were only relevant then.

British Model Cars Collectors Corner. Part 15 SEAR MODELS Described and photographed by Ron Gersbank

Over the years, readers of MAR will have seen photographs and brief descriptions of the (mostly) British sports cars modelled by Geoff Sear of Durban, South Africa. Because Geoff hand-builds small runs of models in resin, he can choose to make relatively unknown and never-before-modelled cars. The subjects may not appeal to large numbers of collectors (and are therefore not made by bigger firms), but they fill important gaps in the collections of really enthusiastic collectors. These cars would otherwise stay on the 'wants list' forever.

Geoff's first model, which I obtained back in 1986, was of the Dinky Toys 'missing link', the 1939 **Triumph Dolomite** Roadster Coupe, which Dinky Toys planned for their 38 series British sports cars, but never made in the 1930s.

After the war, production of some 38 Series cars resumed, but the planned Dolomite was replaced by the then-new Armstrong-Siddeley Hurricane drophead (38E). (Editor's note: Geoff makes it clear that this was a copy of a Mikansue model, never marketed as a Sear Model). This version of the Dolomite was made to the early Dinky 1:48 scale and in Dinky style, like Dave Gilbert's DG Models and the Odgi Toys of Yesterday. Five years later in 1991, a 1:43 Dolomite appeared in The Dinky Collection. All Sear Models continued to be produced in approximately 1:48 scale, although I would prefer them to be in the slightly larger 1:43 scale, but the difference is not big.

My second acquisition was of the prototype two door 1947 **Morris Minor Mosquito**, much narrower than the production Minor, with a unique grille and no headlights. (Editor's note: Geoff says that this was also a copy of a Mikansue model, never marketed as a Sear Model). Although these early models had Dinky-style solid wheels, continuous improvements were introduced by Geoff.

His subsequent models replicated the wheels of each car as well as introducing interior details. In general, I only bought from Geoff models of cars never previously modelled; my next acquisition was the 1952 **Triumph T20S** sports two seater (later referred to as the TR1, the prototype of the TR2). In my eyes the rounded boot with the spare wheel mounted externally is prettier than the production TR2 and Geoff captured the lines admirably, including the sidelights mounted on top of the wings.

Next came one of the very few cars designed and built in South Africa, the 1957-58 **GSM Dart** two-seater sports, also produced in England as the Delta. Not one of Geoff's best models, but very well detailed, with a dashboard, including markings on the three dials, and interior door handles. Appreciated by South African enthusiasts.

This was followed by a rare bird (pun intended), the 1954 **Swallow Doretti** two-seater, powered by a TR2 engine.

Next came a model of an even rarer car, designed and built in South Africa by John Myers, a member of our Cape Town Crankhandle Club, the 1959 **Protea-Triumph** two litre Competition Sports two seater, co-driven by John to win its first race, the South African six hour Race in Pietermaritzburg. The model has the correct number plates and racing numbers.

Next came the 1953 **Triumph TR2 record car**, timed at 124.89 mph on Belgium's Jabbeke Motorway.

Around the same time Geoff made more not-before-modelled cars: a 1958 **Elva Courier**, the 1965 **Ginetta G4 Series II**, 1951 **Marauder** three seater sports tourer and 1953 **Buckler Mk90** all fitted with correct disc wheels, perforated, and/or with hubcaps caps, where applicable.

Also in 2004, but this time with nice wire wheels, came a 1958 **AC Ace-Bristol** two seater sports, a beautiful car with a great pedigree. I still don't know why this car and its sister Aceca Coupe have never been produced as 1:43 diecast models. A notable feature of all these models, other than the one-off TR1, is their neat number plates bearing the registration number of