

# Miniature Auto

ma.261

**New Zealand**

48th year of publication!



Signature Series 1:43 Dennis Type N



Miniature Auto is the bi-monthly newsletter of  
The New Zealand Model Vehicle Club (Inc.)

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**ACCEPTING CONTRIBUTIONS TO MA NOW!!**

Printed by EZYPRINT Solutions, DUNEDIN

## EDITORIAL

I have been going back over some old issues of the Club Journal or Newsletter. I found a guest editorial in an early issue written by Mr. H.J. Underwood, the Managing Director of The Underwood Engineering Co. Ltd., Inglewood, Taranaki. It is worthwhile reprinting the message as it covers the history of the Fun Ho! Midget series. What is interesting is that he writes of the Midgets as 'models' and not toys.

Another interesting point of the newsletter (Volume 5, Number 2—March-April, 1973) is that it was the first commercially printed version. It wasn't titled 'Miniature Auto' at that stage (I will have to look into the adoption of the name). The size was slightly bigger than the A5 of the present one. The pages mainly were laid out with two columns, so the precedence was set way back then.

With a quick look through other back issues of the newsletter, I noted many carried advertisements from both general merchandisers and model orientated

businesses. Perhaps a few discrete adverts. may help defray the expenses?

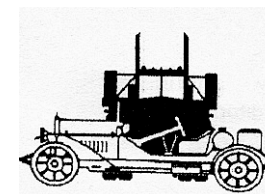
Carville has taken up the challenge of recording all new Zealand made automotive toys. Some are well known but others such as Paratoys and Tink-E-Toys are not. If you have any knowledge in this field, please contact Carville. His e-mail address is printed on his 'Capers' page (P12) of this issue.

It is good to see some variety coming back to the shelves of the 'mass market' stores. I picked up a couple of 1:43 Bburago Ferraris recently. No longer made in Italy but by Maisto, whose products are also available again. I also hear that David Jones in Wellington have Majorette, but I have not checked them out

A bid short of contributors this issue (thanks to those who have sent in items), so have you got any modelling tips, etc.

**Happy modelling to all!**

*Ron*



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## BRANCH NEWS

### Southland: By Fred Hawkes

**Our December** meeting took the form of a dinner and evening with members and families at the "Top Pub" in Winton and a good time was had by all. +

**Invercargill Trams:** I came across this about the Invercargill Trams the other day.  
\* 14-01-1911 - the first sod turned by Lord Islington in front of the Albion Hotel \*  
The tram bodies were built by Boon and Co, Christchurch.

\* 26-03-1912 - Service started with 10 trams which remained in service for the whole 40 years the trams ran. These 10 trams could not cope with the work so trailers were looked at and it was found that a trailer would cost £800 while a complete 1 man safety tram would cost £1200, so 6 trams were ordered ex-USA and came into service on 14-12-1921. These were known locally as the "Small Trams" as the originals were known as the "Big Trams". The Small Trams were also known as "Electric Buses" because of the seating arrangement.

\* 1922 saw one of the original trams converted to 1 man operation and the remainder of the original trams were converted in 1928.

\* In the 40 years of service, the original trams covered 10,039,661 miles.

\* "A" trams ran the North Invercargill to South Invercargill route.

\* "B" trams ran the Waikiwi to Georgetown route.

\* 10-09-1952 - Last trams ran from Gladstone and Georgetown.

**Our January meeting** was held at the home of our chairman Graham Peterson with all present enjoying themselves.

Competition Results :

#### Kitsets

1st Sam Findlay 1934 Ford Hot Rod  
No further entries.

#### Diecast Large:

1st David Peipi Chevrolet  
2nd David Peipi Chevrolet Bel-Air  
3rd Sam Findlay McLaren

#### Diecast Small:

1st Fred Hawkes Class II 4-8-2 Russian Steam Locomotive  
2nd David Peipi Chevrolet Blazer  
3rd Sam Findlay Beet Harvester

### Otago: By Eric Brockie

October 2016 seems so far away now; however, this is the first chance to report on that meeting.

We had a great turnout again for October with plenty of models entered into the competitions. Several more were on the display tables.

What do **motorcycles** and **Caterpillar Tractors** have in common? - On this occasion, one very interesting model on the display table was Howard Duff's 1:10 scale Caterpillar Chopper Motorcycle made by RC2 Models and licensed by Caterpillar. Howard thinks that RC2 Models is an ERTL company. It is a limited edition model, but no details to the number produced.



The model was produced in 2007 and Howard bought it in Melbourne for \$110.

There were another couple of great truck

Models on display by Michael Henry. Both models came in their own aluminum case. Both were models of Freightliners made by COOEE CLASSICS and marketed as Australian Road Rigs to 1:50 scale. (1:64 according to the Cooee Website—Ed.)

First was a truck and trailer unit with refrigerator unit in plain white. It cost \$A150.



Photo: Cooee Website

The other was a diesel tanker road train with three trailers. Coloured yellow with the name KALARI on the sides. Cost \$A250. Michael bought both models on a recent visit to Australia.



Photo: Cooee Website

The competitions for the night were for any Competition vehicles and a large selection were entered in the Diecast Class, but there were no Kitset entries.

#### Results:

1st Paul Drummond  
XA Falcon Alan Moffat  
(Classic Carlectables)  
2nd Bevan Wilson  
Zakspeed Capri  
(Minichamps)  
3rd Marcos Monti

Toyota Stadium Race Truck (AUTOart)



Members' choice for the night was Marcos Monti's Toyota Stadium Race Truck.



### And 44 years ago? Dan McCarthy wrote:

Once again this year a social evening was held at the Otago Building Display Centre for the purpose of presenting prizes won in the Model Car Festival 73 competitions.

50 to 60 members, wives and families attended and the prize-winning models were on display.

Fewer representatives of firms that supplied prizes were there this year. We were pleased to see so many out-of-towner prize-winners present.

After the prizes, certificates and trophies were presented, the evening broke up into various lively discussions as liquid refreshments were served. Later, a very good supper provided by the ladies was enjoyed.

(Abridged—Ed.)



## CARVILLE'S CAPERS

The late Maurice Woolley had an interesting sub collection of New Zealand made models/toys in his collection, and we had often talked about writing a proper history of them, rather than the fairly brief articles and notes that he had penned in the club magazine and Modellers' World magazine. That project did not start before Maurice died. Inspired by his memory I have taken up the challenge, and have a plea for you.

- ⇒ Do you have New Zealand made toys of road vehicles in your collection?
- ⇒ Do you have catalogues or lists?
- ⇒ Do you have photos or any other information?

Please contact me if you have any information to share. I already have sections on diecast, sand cast, pressed metal and a more detailed history of the major manufacturers but there are always facts that I do not know. Did you know that fifty years ago New Zealand had a significant toy exporting business? This business arose from efforts made to manufacture toys locally when there were very tight import restrictions and tariffs that made importing uneconomic. It is an absorbing story. Please contact me at: [carvillestewart@gmail.com](mailto:carvillestewart@gmail.com)

One of the Christchurch Rotary Clubs organised a Toy Fair in 2012. There hasn't been one since then – but that situation changes this year. The Christchurch Toy and Hobby Fair will be held on Sunday April 2. All being well this will become a regular event. See the poster for further details elsewhere in this issue of *Miniature Auto*

When I collected a parcel from my PO Box, I was not sure what it was. It was so very heavy. I was not expecting a parcel with what felt like 6 models in it.. 6 models in it. Then I found out that it was just one model, the latest



Ruby Toy. It is a significant chunk of metal, some 746 grammes!



Here is the real thing!

Another recent arrival, an Aston Martin DB2 by Oxford weighs 171 grams, and that is while still in its plastic box. So 4.36 Oxfords equals the mass of one Ruby heavy-weight. The model is about the same size as the Dinky horsebox. Typical of Ruby, it is very cleanly cast, is very well painted and captures the shape of the Leyland Tiger bus.



The Oxford Diecast Aston Martin DB3 Mk.III

The Leyland Tiger with a body by Mann Egerton was London Transport's choice for some of its routes on the outskirts of its Central Area. The transfers are spot-on for the period and well applied. There is no interior detail at all – after all, Ruby emulate Dinky Toys of the fifties, but for the weight!

On several occasions Ron has written about the both English and French Dinky re-issues by Atlas and I have mentioned some by Dan-Toys of France.. I do not understand how these are done.

Are they using original dies, and what licensing arrangements have been made to either use those dies or to copy the original Dinky Toys? Another example by Dan Toys has recently appeared on their website – the Dinky No 157 Jaguar XK120. Dan are releasing six single colour versions and two two-tone versions, one of which is shown below.



The latest Neo model is a Ford Zodiac Mk III Abbott Estate Car. Ford did produce an estate car, announcing it at the 1962 Earls Court Motor Show, but the model is of an E.D. Abbott Ltd. conversion. Typical of all Neo's, the standard of finish is beautiful. A very smooth paint finish, chromed window trim, photo-etched windscreen wipers, fog lamps, mirrors, etc. It brings back memories of the blue (with brown rust patches) saloon car owned by a former teaching colleague. He was a very fit man who usually cycled to school, but the car did make a rare appearance. It was affectionately known by us as the "DC3" - why? – because it made as much noise as one of the old planes taking off!



Carville



## SOME FUN HO! HISTORY

In the Club newsletter Volume 5, Number 2 of March-April 1973 (it was not yet titled "Miniature Auto"), a guest editorial was contributed by Mr. H. J. Underwood, managing director of the Underwood Engineering Co., Ltd., Inglewood (produces of Fun Ho! toys). Since there is continuing interest in Fun Ho!, it is worthwhile reprinting the item of some 44 years ago!

*It was with pleasure that I received your invitation to write a Guest Editorial for your new Journal and I wish it every possible success.*

*Planning of the Midget Toy range commenced in 1961 and in 1963 production of 10 models began using castings imported from Australia (ex Streamlux -Ed.). These first models were chrome or copper plated and marketed as "Mobil Midgets". In 1964 the moulds for these 10 models were purchased from Australia. In 1965, the range was extended to 19 models and in June 1966, a further 14 models were released.*

*Also in 1966, some models were painted and the paint began to replace chrome or copper. In September, 1967, eight more models were added to bring the range to 40, being increased to 46 models in 1969. In 1969, Mobil Oil discontinued its association with the Company and the range was then marketed as "Fun Ho!" Midgets. A further 6 models were added the following year.*

*In September, 1971, it was decided that this now very popular range should be given a new look in presentation, and Visual Boxes were introduced. At the same time, 21 models were deleted from the range for economic reasons, however, a stock of these models was kept for collectors. Model Nos. 53, 54 and 55 were introduced to replace*

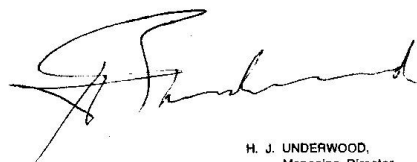
*those deleted from the range.*

*Late 1972 saw the introduction of No.56 (Landliner Bus) and No.57 (Utility Runabout) which brought the range to 34 models. No.57 was the first model for which the patterns and moulds were wholly manufactured in New Zealand. 1971 also saw the introduction of the K1 International Articulated Truck. This was the first of a new range of scale models.*

*Over the last four years we have had to face competition from toys produced overseas due to relaxed import control. However with the change of Government and an escalation in the price of imported toys, we hope to increase sales substantially. We have developed a promising export business to Australia despite many obstacles and hope to capture a larger share of the Midget Toy market there.*

*It may be of interest to you that we have supplied many toy collectors in the United States and continue to receive numerous inquiries from collectors there.*

*It is our intention to continue production of the "Fun Ho!" Midget Toy range and to introduce new models as circumstances permit. It is hoped that two new models will be introduced in the near future. The moulds for these and subsequent models will be manufactured in our factory.*



H. J. UNDERWOOD,  
Managing Director.

## AHI-AHOY!

*Eric Brockie Showed examples of the AHI range of toys in a previous issue of Miniature Auto*

These were simple diecast cars from the 1950s and 1960s, manufactured in Japan, about 2 inches long. According to several sources it is thought AHI refers to Azrak-Hamway International Incorporated, a New York firm founded in 1964 by Marvin Azrak and Ezra Hamway. The company had offices at 889 Broadway (on the corner of 19th Street), New York, N.Y., USA and later acquired Remco Industries Incorporated in 1974. Remco was a toy company founded in the 1940s that was best known for toys marketed and sold in the late 1950s and 1960s. Remco filed for bankruptcy in 1971 and was acquired by Azrak-Hamway International then later sold on, in 1997, to Jakks Pacific. Some sources believe AHI acquired Remco so they could improve the quality of the toys they were known for and that this acquisition of Remco allowed them to enter the market for toys based on character TV series and films, e.g. The Monkees, I Dream of Jeannie, Star Trek, Dukes of Hazzard, Karate Kid and Spiderman.



Andrew Ralston believes Azrak-Hamway were probably the distributors, rather than the manufacturer, of the diecast toy vehicle range as identical models can be found in boxes marked "Ace Imp. Co.".



It is also known the models were sold in the US under the Cragstan brand name. Cragstan are also known to have sold Sabra Gamda Koor models under their own brand name at about the same time. In Europe AHI models, in their well-known plastic cases, have been found labelled with 'Bandai Baby' on the bottom of the case.




The following is a list of items thought to have been released under the AHI brand name. Items marked with an asterisk (\*) are either in my collection or have been seen by me in AHI branded packaging.

Ref	Year	Model		Ref	Year	Model		Ref	Year	Model	
xx	1769	Cugnot Steam truck		xx	1959	Buick Sedan		*	xx	Dodge (?) Military Red Cross Truck (white)	*
xx	1885	Daimler Gasoline Car		xx	1959	Cadillac Sedan		*	xx	Dodge (?) Military Searchlight Truck	*
xx	1886	Benz		xx	1959	Chevrolet Impala		*	xx	Dodge (?) Military Tank Carrier	*
xx	1892	Duryea		xx	1959	Chrysler Sedan		*	xx	Dodge (?) Military Twin Missile Truck	*
xx	1894	Heins		xx	1959	Desoto Sedan		*	xx	Dodge (?) Military Horse Box	*
xx	1896	Oldsmobile		xx	1959	Dodge Sedan		*	xx	Ferrari 375 Superamerica	
xx	1900	Locomobile		xx	1959	Ford Coupe		*	xx	Porsche	
2	1902	Air Cooled Franklin	*	xx	1959	Imperial Sedan		*	xx	Jaguar XK 150	*
11	1903	Cadillac	*	xx	1959	Oldsmobile		*	xx	Mercedes 190 SL	
12	1903	Rambler	*	xx	1959	Plymouth		*	xx	Mercedes 300 SL	*
9	1904	Darracq	*	xx	1959	Pontiac Sedan		*	xx	MG A	*
4	1904	Oldsmobile	*	xx	1959	Rambler Sedan		*	xx	MG Midget	*
1	1904	Oldsmobile Delivery Wagon	*	xx	1960	Cadillac			xx	Porsche 356A	*
3	1907	Vauxhall	*	xx	1960	Chevrolet Sedan			xx	Volkswagen Beetle	*
5	1909	Ford Model T	*	xx	1960	DeSoto			xx	Volvo Amazon 122 S	*
6	1909	Stanley Steamer	*	xx	1960	Dodge			xx	Volvo PV544	
8	1910	International Harvester	*	xx	1960	Ford Edsel		*	xx	Civilian Log Truck	*
7	1911	Buick Bug	*	xx	1960	Ford			xx	Red Cross Ambulance	*
10	1914	Stutz Bearcat	*	xx	1960	Ford Falcon Sedan			xx	Step Van	*
xx	1956	Ford Stationwagon	*	xx	1960	Lincoln Sedan		*	xx	Shovel Dump Truck (MB Copy)	*
xx	1956	Opel Kapitän	*	xx	1960	Plymouth Valiant			xx	Construction Tractor (MB Copy)	*
xx	1957	Buick		xx	1960	Pontiac Bonneville			xx	Fire Engine (MB Copy)	*
xx	1957	Chevrolet Bel-Air		xx		Alfa Romeo 1500 Coupe			xx	Prime Mover Tractor Unit (MB Copy)	*
xx	1957	Chevrolet Bel-Air Stationwagon	*	xx		Austin A 105			xx	Flat Bed Trailer (MB Copy)	*
xx	1957	Chrysler Sedan		xx		Citroën DS 19			xx	Gasoline Truck (MB Copy)	*
xx	1957	Ford Fairlane		xx		Daimler Limousine		*	xx	Farm Tractor (MB Copy)	*
xx	1957	Ford Fairlane Sedan		xx		Dodge (?) Military Anti-Aircraft Truck		*	xx	Breakdown Truck (MB Copy)	*
xx	1957	Oldsmobile		xx		Dodge (?) Military Cement Truck		*	xx	Jeep (MB Copy)	*
xx	1957	Plymouth		xx		Dodge (?) Military Covered Truck		*	xx	Open Deck Truck (MB Copy)	*
xx	1957	Plymouth Taxi		xx		Dodge (?) Military Crane Truck		*	xx	London Bus (MB Copy)	*
xx	1957	Pontiac Sedan		xx		Dodge (?) Military Fuel Carrier Truck (barrels)		*	xx	Road Roller (MB Copy)	
xx	1958	Cadillac Sedan		xx		Dodge (?) Military Log Truck		*	xx	Racing Car (MB Copy)	*
xx	1958	Chevrolet Impala		xx		Dodge (?) Military Missile Carrier		*			
xx	1958	Dodge Sedan	*	xx		Dodge (?) Military Radar Truck		*			









# 48th Annual General Meeting

The 48th Annual Genral Meeting will be held  
over the weekend 20th and 21st May, 2017.  
Venue: the Otago Underwater Club rooms on  
the corner of Corstophine Road and Crammond  
Street.

Full details of the weekend will be forwardrd  
to all Members during April.

## BOXING ABOUT

I must admit that in the past I haven't paid much attention to the boxes that my 'collectables' came in. I say 'collectables', but initially they were regarded as just toys (and in this case, the terms toy and model are interchangeable). Later, of course, there were models made for the collector whether they are children or adults. To me the boxes held no more value to me than the box cornflakes came in. Of course, the collectable world has decreed that the box is so valuable that it is worth the same value as the model it held (i.e. 50% of the mint/boxed value). I can understand that any surviving boxes must be rarer than the model for most original owners would have simply thrown them away (as I mainly did with my Dinky Toys and others I collected as a child). However, as a quick check on sites such as eBay, the box is very easy to reproduce whereas the model/toy it contained is not.

Of course in later years of collecting, I have come to admire the original packing and have slowly built up a selection of original boxes. The condition of them can range from factory fresh to scraps of cardboard with a vague semblance of what they were. There are various techniques for restoring old cardboard boxes, but I have not tried them, so when I do, I will report the results through the pages of *Miniature Auto*.

*A really tatty box, but it is rare*



I will be sticking to commenting on Dinky Toy boxes, but most comments will apply to the likes of Corgi

Toys, Matchbox Toys and so on. Most post-war makes used cardboard boxes until the 1960s; usually simple flap end types or lift-off lid (two piece) style. After the mid-60s, things got complicated with window fronted boxes, complete plastic display cases and mixtures of both. The most diabolical box style Dinky used (and the most unattractive) was a the cardboard base fitted with a very thin clear plastic cover that yellowed with age and cracked very easily. This type of box was huge compared with the model it contained and the boxes could not be easily stacked.



*Platform box—note the cracked and discoloured 'clear' plastic cover.*

Another bad design preceded this with a large thin plastic window with unsupported box ends (although there was a reinforcing strip across the top that was supported to be removed by the dealer for sale. I can't show you an example of this as I only have two and they both have collapsed.



Going back to the 'value' of original boxes, it is not hard to see why there is now a big market for reproduction boxes.



Some are cheap while others are very expensive. Some look like they are simply photocopies of original boxes while others have been created and printed in the style of the originals. I have even seen boxes tailored to suit the 'Code 3' model it was being sold with.. As an aside, most original boxes were made by outside contractors, so technically are not a product of the parent company, although the design was probably done 'in-house'.

I have tested the water with buying a couple of Dinky Supertoy reproduction boxes. At first they looked very much like the original, but the cardboard was a bit thinner. They were made by a seller at the cheaper end of the market, so I should not have been surprised when I noticed the fading or rather colour changing of the printing. The blue stripes (so typical of a Dinky Supertoy box), had started to turn purple – even though they were on display well away from sunlight and other UV sources (all my model room lighting is now 'warm white' LEDs).



*Top—reproduction box with colour fading*

*Middle—Atlas Editions*

*Bottom—genuine but tatty Meccano one*

There is another source of reproduction boxes that come with the Atlas Edition Dinky Toy reproductions, and Dan-toys but they have their own logo in place of the Dinky Toy one. Of course the new boxes have the modern safety and trade mark logos as well so they can't be passed off as originals.

Ron



## SNIPPETS

**The French part-work** by Editions Hatchette, "Autobus et Autocars du Monde" (buses and coaches of the world) has been going since 2010 and features models to 1:43 scale made in Bangladesh. Obviously they are built to a price, but there is no complaints about the standard of finish.

I have added a few examples to my collection and they have been featured in past copies of *Miniature Auto*. Hatchette published a catalogue of the proposed issues and promised 60 releases in the series. I was looking forward to obtaining #52, Ford Greyhound Australia and #58, Leyland Comet 90 New Zealand (even though the photo showed an English bodied vehicle—I assumed it would be swapped for a New Zealand Motor Bodies bus by the time production came around.



52-Ford Greyhound  
Australie



58-Leyland Comet 90  
Nouvelle-Zélande

Unfortunately, even though Editions Hatchette tracked through the proposals exactly to their catalogue, by the time they got to #36, many changes took place and both #52 and #58 were replaced by French prototypes, even though there were already many French buses modelled. I guess that isn't surprising as it is a French publication, but apart from a few American and Asian examples, the bulk are European (small world then?).

**Carville** brought up the question of who owns what in terms of brand names.

Mattel owns the Dinky Toy trade mark, so any reproductions with the Dinky Toy markings are Copyright by Mattel.



Dan-Toys because they do not use the brand name Dinky Toys, do not need the Mattel permission, so the designs can't be Registered. It is 37 years since the real Dinky Toys ceased production in 1980.

Both Dan-Toys and Edition Atlas are made in China via the auspices of Norev SA.

This is, of course, a simplified version!

Some comments on the Editorial from our newsletter from March-April 1973:

The synopsis written by H J Underwood (page 7), had a couple of interesting points.

- The stash put aside for collectors—what happened to it?
- The note regarding #57 (Holden) Utility Runabout being the first model to have its pattern and mould made wholly in New Zealand was quite a surprise. Where were they made before then?

Ron



## OBSOLETE TOY COPIES

I know many of you will be sick of reading about the reproduction Dinky Toys, but there are many interesting subjects being put out mainly from the French Dinky range.

In this edition, I am looking at some of the latest releases by Atlas Editions.

**1423 Cabriolet 504 Peugeot.** In the original Dinky Toy range, this is one of the rarest as it was the last 'new' model to come out of the Bobigny factory in Paris. The later production in Spain did not include this model so was only available 1969-1971.

The Atlas Edition version is a pretty good copy. As with all the Chinese made copies, the casting is very clean with no mould join marks, although in this case, the original is also cleanly cast.

The colour is not a match for the original, but acceptable. They have not managed to replicate the 'selling feature' of the original with steering controlled from the steering wheel. It may be that it is stiff with newness, but I am not going to force it. The mechanism seems to be there but it won't move. The wheels are bigger than they should be as the original had a unique size.



AE copy, top, on box  
Original Tri-ang Meccano, bottom

**888 Camion Pétrolier Saharien "GBO" Berliet:** This is another hard to find original. Once again it is an accurate copy. The main problem is the paint as it is the wrong shade and gloss finish whereas the original is matte. It seems strange in that instance where they have gone to so much trouble to copy the original. One difference I noted with the copy is that the 'fifth wheel' mounting on the rear deck does not have the retaining spring of the original, even though the mounting point has been moulded. This does not really matter as the original did not have anything to connect to it anyhow! Also the hook is wrong being taken from the smaller Citroen tow truck.



Original Meccano, left. AE, right

There are a few quality control issues with the Atlas Editions version with the end of the winding shaft coming out of the fixture making it impossible to work correctly. The box has a stick-on label on one side flank which obviously covers a mistake as the original box does not have a label, but a printed panel. As an aside, I have come across a couple of models where the base has not been attached properly and is loose in the box.

**French 29E Autocar Isobloc:** One of the major problems with the English Atlas Editions Dinky Toys is the high number of French range models being marketed in England – almost 50% or more are French Dinky Toys based. Many were never marketed in England historically, so mean nothing to the market they are intended for. I think that is the reason the Atlas Dinky Toys have not thrived as they have in France.

I was therefore disappointed when this 29E Autocar Isobloc came as part of a standing order a friend has taken out for me in England (along with a Berliet GAK drinks lorry #588). I already had the French issued Isobloc, but decided to keep the item as it was a different colourway than the French AE (Atlas Editions) one. On close comparison, I found that the second one I have follows the modifications made on the originals with more detailed mudguard valances and ribbed roof. AE has followed similar modifications to the Meccano product on other models such as the Citroen 11BL ("Traction") with tin-plate front bumper and no rear boot, etc., being replaced with cast front bumper and rear boot (although AE released them in reverse order!). The addition of windows to #521 Peugeot 403 and the modified grille on the Simca

The concept of reissues has been criticised by some collectors but I really like them, especially when you can get a mint boxed toy for a fraction of the price. Even with the vagaries of a 'hunt and find' market, most cost about the same as other new releases such as Oxford Diecasts, Norev and Mini-champs.

Whatever your views are, it is amazing how accurate the copies are, so since the original drawings probably aren't extant (or in private hands), the makers must have dismantled an existing model to 3D scan it. I guess some rare originals must have been sacrificed for it. Some, like the Citroen Présidentielle (Dan-toys) contain a great number of parts.

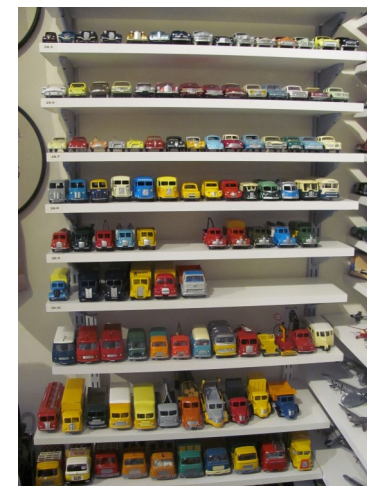
Be aware that some sellers are avoiding mentioning the fact that they are copies. Many AE are turning up on Trade Me and seem to be from the Chinese sellers. Those sellers seem to have upped their prices considerably, so shop around. It may be now cheaper to get them from Europe!

I wonder what the point is of selling 'Certificates of Authenticity' of AE models separately? Surely that defeats the idea of certificates?



AE French 1st issue, left. AE 'English' 2nd issue with extra side detail and roof ribs.

Ron



## NEW RELEASES



Two new Biente Holden Commodore Supercars. Available 1:12, 1:18 and 1:43 scale.



Biente 1:18 Ford Focus RS



Trax 1:43  
Ford Fairmont  
GXL



Trax 'Final Falcon XR8s 1:43



Trax Ford Custom Twin Spinner  
1:43 resin



Trax Falcon  
XR6 1:43



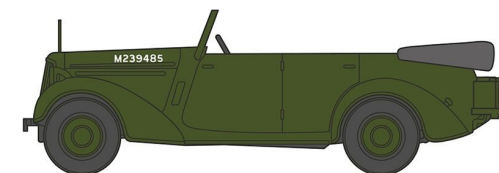
1:43 Oxford Rolls-Royce Phantom V



Bburago 1:43 Ferrari FF



Bburago 1:43 Ferrari 458 Spyder



Oxford 1:76 Montgomery Humber



Minichamps 1:18 Duesenberg J Torpedo

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