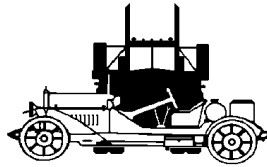


Miniature Auto



Kyosho 1201 1:43 Mazda Cosmo 110S silver

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

A publication for and by collectors and builders of model vehicles

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DEADLINE
*For MA 193 to
The Editor by
16 Sep 2001*

*The views and opinions expressed in Miniature Auto are not necessarily those held by the **NEW ZEALAND MODEL VEHICLE CLUB (Inc)** and the **Executive**, and no responsibility can be accepted for them by the **Club** and/or the **Executive***

Club Website: www.nzmvc.in-newzealand.com

EDITORIAL

At the last Annual General Meeting I asked some questions about the future of the club. I detect a degree of frustration in our President's recent writings, as he is getting little feedback from members who might be in the best position to make suggestions as to how the club can gain and retain members and how it can meet the needs of current members, that is, he wants to hear more ideas from members and he is not. Ian Cousins' suggestion that we build a website recognises the way that communication is changing and cannot be ignored.

In his June editorial (Miniature Auto, No 192), Lee referred to the 'Objects' of the club, as given in the Constitution. Of necessity, these are written in the legal language of a set of rules, and I am not suggesting a(nother) change to the Constitution. Perhaps then we ought to re-write the objects, in user friendly language. In politically correct terminology, we could write a mission statement (what we do) and a strategic plan (what our goals are) for the club!

So here is a possible start. Dare I say it - yes I will - feedback is demanded from you. Write a letter to the editor after you read this and be critical, but positive.

Mission Statement:

The club is a group of people who share an interest in the hobby of model vehicle collecting and construction.

The club is organised in branches throughout the country. These branches will provide social activities for members and may organise displays, competitions and other activities for members and to promote the hobby to others who have similar interests.

The club will produce a newsletter/magazine for members, which reports on club and branch activities and imparts information on all aspects of the collection and construction of model vehicles and other related subjects.

The club will organise competitions and displays from time to time.

Strategic Plan

To increase membership by at least twenty members per year for the next five years.

To establish active branches in all major centres in the country.

To further improve the quality of the club magazine both in terms of

production and variety of content.
Website??

Now there is another alternative. Given the ease with which models can now be obtained, and the ease with which information can be obtained do we need a club at all? The club was set up in a time when both tasks were full of difficulty, so given the changing times, should the club be wound up?

Carville Stewart

PRESIDENT'S PIECE

Members may be aware that the first Tamiyacon was held in Wellington just a couple of months ago. The competition was open to anybody who built a Tamiya model with the Grand Prize being a trip to the Tamiya factory in Shizuoka, Japan. The competition was staged at the same venue and time as the IPMS Nationals.

What has this to do with our club? Simply put it was an opportunity missed. I attend a group in Auckland which is a fairly informal group of car modellers who became dissatisfied with the military 'bias' that is so prevalent in IPMS. While some of them did attend both the IPMS competitions and Tamiyacon they were vociferous in their criticism of the class structure for non military classes. I do not believe they are the only vehicle modellers who feel this way. So why are these disaffected IPMS members not part of NZMVC? I know that there is also a group of 4-5 modellers in the same situation in Wellington, guys who travel to Palmerston North in their efforts to meet with like minded modellers. Seems like an easy way to double the size of Wellington Branch if they can be brought into the fold.

The second thought from this is the idea of a National Auto Modelling Competition. I know that they held something similar for the Hot Rod modellers at the Kumeu Rod Show this year. If we are the national Model Vehicle club should we not seize this opportunity before someone else does?

Lee Tracey

COMPETITION

A good response with five correct entries creating the need for a draw to find a winner. The lucky recipient of the BMW 325i coupe is Norman Masters. Congratulations Norman!

The correct answers were

1. Birmingham Small Arms
2. Fabbrica Italiana Automobili Torino
3. British Racing Motors
4. Morris Garages
5. Bayerische Motoren-Werke

Well Done to all the others who got them right. And the incorrect two entries were very close as well.

This Month Garry and the team at Acorn Models (37 Manchester St Christchurch Ph.03374 6000 & 381 Gt North Rd Auckland Ph. 09 360 0233) have supplied a nice Porsche 911 of the 1995 Porsche Super Cup winner J P Malcher. A very colourful and attractive model.

The Questions:

Porsche are not the only manufacturers to use a combination of three numbers to identify their models. Which manufacturers use or used the following numbers to identify a model in their range

1. 901
2. 605
3. 616
4. 411
5. 728

Once again pretty easy! Entries should be addressed to The Editor (27 B Weka St, Hamilton) by 16 September. All correct entries will go into the editorial hat from which the winner shall emerge.

Good Luck

MODEL SCRUTINEER

BEST BESPE 1 Lancia Beta Monte Carlo Giro D'Italia 1979 G. Villeneuve

This model is the first release in the 'Serie Speciale Limitata' by Best Models of Italy. It is an interesting model in that it is the only non open wheeler driven by Gilles Villeneuve during his F1 career. Or at least I assume so as I am unable to find any reference to Gilles driving in this race in my collection of Gilles biographies. Apparently Gilles and Rally ace Walter Rorhl drove the car to 7th place in the 1979 Giro D'Italia. The auto Giro D'Italia was run for Group 5 cars and was similar to the old auto Tour de France or the Targa races common these days, though the emphasis was much more on the winning than the taking part.

The Lancia Beta Monte Carlo Group 5 was a particularly wild looking example of the breed. It bore about as much resemblance to its road going namesake as a Porsche 935 to a 911.

The model is a very cleanly cast effort with the only faults being overscale panel lines and a series of what I take to be fasteners at the rear. The paint is a very glossy white that only shows thinning in a couple of places round those panel lines. The Alitalia and other markings are by waterslide decal which are crisp and conform well to the body with the sole exceptions of the Alitalia that crosses the bonnet panel line and a recessed opening at the base of the windscreen. There are separate photo etch air vent covers at the front of the rear wing supports as well as a p/e wiper. The wing mirrors are also separate items that look rather chunky and exposed, as they have to stick out and up a long way to give any view behind those outrageous rear guards.

The front features clear plastic inserts for the headlights and a p/e surround over the black plastic grille. The huge front air dam is cast integral with the body, while the simple baseplate forms the bottom of the splitter.

At the rear a highly simplified plastic moulding represents the turbo, exhaust and rear spaceframe assembly. The wheels and tyres are HUGE and really fill the wheelarches. I suspect that the ride height may be a little high.

The interior is well done with an aluminium coloured floor, shift lever and door braces. The inner panels of the doors are otherwise black. The single seat is well done with the belts cast in relief and picked out in red with silver buckles. There

is a large red fire extinguisher mounted in the passenger footwell. Areas that let the interior down are the total lack of a roll cage, and detail on the dash. The 'glazing' is flush front and rear but recessed at the sides. One nice touch is the driver's window being in the down position.

Overall a nice model that probably falls just short of current Vitesse levels. My example was bought from ebay though a few may still be found at overseas model shops if you search the web long enough.

Lee Tracey



BRITISH CAR CORNER

MG has been a favourite of model car makers since the mid 1930's and to try and report on all MG's made by all the manufacturers from then until now would be a book in itself. So I will concentrate on the MGB only, and even then I will only cover a few and certainly not be able to report on them all.

I have several MG's in my collection including some Dinky Models released after Matchbox acquired the Dinky brand name. These are well made 1:43 scale models. The first issue was a 1965 MGB GT in blue with red interior and a sunroof set into the roof. It has excellent paint with good chrome bumpers and grill, jewel headlamps with amber indicator lights front and rear. Listed as DY3 it was reissued later in orange with black interior and no sunroof. DY19 has the same cast body and as a 1973 MGB GTV8, this one has the same black interior but painted in maroon with blackened out grill, with V* badges on the grill, the back and both sides.

Jouef was a French firm but their MGB GT Mk2 Roadster model was made in China. This little 1:43 scale model that I inspected is in red with black seats with white trim. While it has no opening parts it is of extremely good quality with excellent paint and nice chrome grill, bumpers and wire spoke wheels.

Corgi Toys had a red MGB GT listed as No. 327 in 1967 and in 1969 a yellow and black MGC GT was introduced at No. 345 in the range. Both are 1:43 scale and have opening doors and tailgates with tilt forward seats. Another nice Corgi model is the 1:18 scale MGB Roadster. I have seen it in cream and red, and I believe it was also available in green. These are well-detailed models, with good interior, nice paint and chrome, and represent a good quality model.

Kyosho, the Japanese manufacturer, also produces a 1:18 scale model MGB Mk1 Roadster. This is one very high quality model painted red shown with the hood down, and covered over. It has padded seats, door panels and carpets in black, with chrome interior door handles, window winders, door pull handles, black steering wheel with chrome spokes, black gear and handbrake lever and a detailed black dash showing all the instruments and switches highlighted in silver to complete the interior. The boot opens and shows floormat and spare wheel. Under the bonnet the engine is very well detailed with twin carburettors, air cleaners, windscreen washer bottles etc. Spark plugs and wiring are all clearly shown, and painted and coloured as you would expect to find on a real car. The chrome exterior aerial, wiper arms, door handles, grill, bumpers and chrome wire

spoked wheels complete a top class model and being mounted on a plinth in a box showing a garage scene in the background complete this stunning model.

The other MG in my collection is made by Fun Ho!, No 25 in the Midget series. Listed simply as MG Sports it is undoubtedly an MGB Roadster. These are crude little cars 48mm in length, cast in two separate parts. The upper casting has the body and windscreen altogether, while the lower section is the chassis with the bumper and seats, cast in silver with small black plastic wheels crimped on to axles, which are in turn crimped on to the base. I have two of these models, one in greyish green and the other in dark green. Any NZ Fun Ho! Model is very collectable today. Thanks to Graeme for help on the Jouef and Kyosho models.

Russell Corbett

ALMOST RIGHT

BSA – Famous misprint for British Motorcycles. Should be BAS or Bastard Almost Started, sometimes Bugger Stalled Again, not to be confused with a Midlands Gun Factory

FIAT – Was the strange sound made by guns on Italian Tanks in WW2, could still hurt if they hit anything. This sound was copied into 500's etc.

BRM – Sound attributed to F1 car from England. Was supposed to be BBBBBRRMMM BBBRRRMMM but BRM seemed more appropriate in the end.

MG – Any fool knows this is for 'Machine Gun' along with HMG, MMG and LMG. Melted down to make sports cars after WW2.

BMW – Can be any way round, no one can pronounce it anyway. Germans think they can but would know if they're right. Car racing announcers would be very shy of trying to use the long version during a race.

Evan Blanch

Try this Question. What is the origin of the blue and white badge used by BMW?

ROTARY REDUCTION

Having acquired a licence to build the Rotary engine designed by Dr Felix Wankel the engineers at Mazda found themselves in something of a race with their counterparts at NSU to produce the first production car powered by this potentially great new engine. A race that was won by Mazda, with the introduction of the Cosmo 110S (L10A) in late 1967. This futuristic looking two seater was only ever sold on the Japanese domestic market. However it was raced very soon after it's introduction, gaining a 4th in class at the 1968 Marathon de la Route at the Nurburgring. The car was later updated with changes including a longer wheelbase. This model was known as the L10B

For a relatively obscure car there are a surprising number of models available, both in Plastic and Diecast. Four different companies have kitted the Cosmo. All are now out of production though some versions of the Hasegawa stock kit can still be found on shop shelves. Hasegawa's 1:24 kit of the L10B was available in four versions (Stock, MAT, Marathon De La Route and stock with metal and p/e parts). Other versions of the L10B were made by Nichimo (1:24 with electric motor and 1:20 scale). The L10A was modelled by Crown in 1:35 scale with a clock-work motor and Nagano in 1:20 scale.

Diecast versions have been made by Diapet (Nos. 166 L10A stock, 192 Police, 259 Ambulance? 275 MAT). The MAT versions relate to the cars appearance in a Japanese TV series called Ultraman. All these are in the usual Diapet scale of 1:40.

Kyosho have recently released two stock versions and a MAT car in 1:43. This is the only model of the 110S currently in my collection. This shows the advances made in diecast technology as it is much finer than pictures show any of the other versions to be. The MAT version I have comes with the special MAT paint scheme separate wing mirrors, windscreen wipers, door handles, bumpers, indicators, rear lights and a wonderful whip aerial mounted on the left of the back bumper and secured through a ring on the top front of the roof. What can be seen of the interior shows a very nice steering wheel and gearshift, as well as a decaled dash panel. The wheels are lovely skinny steel wheels with small chrome hubcaps.

Two companies whose models I can find very little info about are Japanese company J-43 which has apparently released 1:43 models of both Marathon de la Route cars, a stock version and the MAT car. I have only seen one example of

their red road car on ebay. Bandai have also apparently released a 15" model of the car.

In the Toy ranges Tomica have released several versions of the L10B (Stock 16, Police 45, MAT 75 and a current limited edition re-release of the No 16). I have also seen a couple of Japanese Hot Wheels versions of the car on ebay.



Above: Hasegawa 1:24 Cosmo Sport Kit with metal parts Box art.



Left: J43 Cosmo MAT. Note the lack of Rear wing and Radio Antenna compared to others versions such as

Below: Box art for Hasegawa MAT version



Vale

Members will be saddened to hear of the death of Club stalwart, Tony Robinson. Tony died while participating in tramping, one of his many interests that he enthusiastically supported. That was a very strong point of Tony's in that his interests were wide and varied.

Tony has been a member of our Club for many years, and very enthusiastically collected fire engine models, both ready built and kitset versions. If the particular model was not available commercially, then Tony would chop or scratch build the item. Not that fire engines were the only models Tony was interested in either, for he also was interested in steam traction – this was from the days when he worked on the wharves.

What really impressed me about Tony was the willingness to help wherever he could – at shows, at AGMs or simply giving advice to other members and 'the public'. When Tony first joined the Club he lived in the Wellington suburb of Newlands, but when he retired, he shifted to a farmlet at Ohau near Levin, where he built his own house and developed the land, such was his energy. Here he could pursue other aspects of his interests; particularly the cultivation of daffodil bulbs (how we will miss the generous bunches of daffs Tony passed out at meetings in season).

Tony was quite happy to travel the 100km each way to attend any function in Wellington/Hutt Valley. Just last April he helped with the display put on in conjunction with the Marklin Club in Upper Hutt. This meant several round trips over the weekend for Tony, which he was happy to do.

We will always miss you Tony, but never forget. Vale friend!

Wellington Branch

I can only add my own condolences to Tony's family at this point. During my time in Wellington I got to know Tony a little. Ron who wrote the above says Tony had many interests, I would rather call them enthusiasms for I have met very few people as enthusiastic about all their hobbies/interests as Tony.

I well remember visiting Tony's home for a Branch meeting and being shown the collection. It was a reasonable size collection, not as large as some, not too many of the flash 'names', but my overwhelming memory is of the way Tony was able to impart his knowledge and enthusiasm of Fire vehicles to someone with as little previous interest as myself.

Truly, a sad loss not just to the club, but to all who knew Tony.

Lee

~~THATS NEWS? THATS NEW!~~

AUTOart Germany 1:18 Diecast

70301 Audi Quattro LWB Street (11/01) 70501 BMW 2002 Turbo (10/01)
70701 '59 Austin Healey 3000 Mk2 (10/01) 71051 '57 Corvette SS (8/01)
71521 Chrysler GT Cruiser Silver (8/01) 71522 Chrysler GT Cruiser Black (8/01)
71531 Chrysler Panel Cruiser Met. Blue 71532 Chrysler Panel Cruiser Met. Red (av)
73541 Jaguar XJ13 (9/01) 73561 Jaguar D Type Short Nose (11/01)
74001 89 Jeep Grand Wagoneer (11/01) 75306 James Bond Lotus 'Submarine' (12/01)
79711 VW New Beetle Dune (11/01) 79721 VW New Beetle RS1 (11/01)
79601 Vespa Scooter GS 150 1:12

AUTOart Germany 1:43 Diecast

50141 Mitsubishi Lancer EVO 1st MC01 (av) 51001 '59 Corvette Stingray (8/01)
53621 Jaguar XKR Coupe (9/01) 53631 Jaguar XK8 Coupe (9/01)
58641 '01 Subaru WRX Sti (12/01) 59711 VW New Beetle Dune (11/01)
59721 VW New Beetle RSI (11/01) 60191 Subaru Impreza WRC (11/01)
VW New Beetle 4 colours (11/01) '99 Nissan Skyline GTR R34 3 cols (10/01)
BMW Mini Cooper 3 colours (9/01) '99 Subaru Legacy B4 3 colours (av)
'99 Subaru Legacy GTB s/w 3 cols (9/01) '99 Mitsubishi Pajero LWB 3 cols (8/01)
'99 Mitsubishi Pajero SWB 3 cols (8/01) '01 Mercedes CLK DTM 10 drivers (8/01)

Revell Monogram USA Scales as indicated Plastic Kitsets

2146 Black Top Warriors Pink Poison 1:25 2350 Mazmanian '41 Willys Gasser 1:25
2998 #43 Dodge Truck NASCAR CTS 1:24 5507 Focke Wulfe FW-190F-8 1:32
5960 F-86D Dog Sabre 1:48 Pro Modeller 5965 F-15E Tigermeet 1:48 Promodeller
6687 Amigo Pack 1:25 '69 Mustang Kit & 1:64 '68 Mustang diecast

MAISTO China 1:18 Diecast

31897 '56 Chrysler 300B 31895 Chrysler PT Cruiser
31892 '72 Chevrolet Chevelle Convertible 31890 '71 Chevrolet Chevelle Coupe
31889 '01 Corvette Z06 31886 '72 Chevrolet Chevelle Coupe
31885 '65 Pontiac GTO Hurst Edition 31884 '65 Pontiac GTO Hurst Edition Conv.
31883 '71 Chevrolet Chevelle Coupe 31879 Honda S2000
31878 Audi TT Roadster 36898 Mercedes Benz 300 SLR 'Uhlenhaut'
36896 BMW Z8 36891 Ford Explorer Sport Trac
36887 Mercedes Benz 300 SLR M. Miglia 36880 Aston Martin DB7 Vantage
36877 2000 Cadillac Seville DTS 38899 Audi R8 Le Mans
39735 H.-D FXDL Dyna Low Rider 39734 H-D FLH Electra Glide
39733 H-D FXDWG Dyna Wide Glide 39732 '58 H-D Duo Glide
39731 '28 H-D JDH Twin Cam

MAISTO China 1:10 Diecast

31606 H-D Fat Boy	31605 '97 H-D FLSTS Heritage Springer
31604 Indian Chief Road Master	31603 Moto Guzzi California 1100I
31602 Honda VT1100 C2	31601 BMW R1100R

SUNNYSIDE China Diecast Various Scales

SS5605 '57 Chevy Cameo 1:38	SS 5607 '37 Ford Pick Up 1:34
SS5608 Lexus RX300 1:32	SS5609 Mercedes Benz M Class 1:32
SS5610 BMW X5 1:32	SS5612 '00 Toyota RAV 4 1:24
SS5732 BMW Z3 1:28	SS5736 Chrysler PT Cruiser 1:32
SS 5737 '49 Ford Woodie Wagon 1:38	SS5741 BMW Z8 1:32
SS5745 Toyota Yaris Cabrio 1:25	SS6601 '97 Chevrolet C/K Pick Up 1:38
SS6705 '55 Ford Crown Vic. Conv. 1:34	SS6706 '55 Ford Crown Victoria H/T 1:34
SS6852 '50 Mercedes Omnibus 1:55	SS7605 '57 Chevrolet Cameo 1:28
SS7737 '49 Ford Woodie Wagon 1:28	SS7741 BMW Z8 1:24
SS8709 '68 Chev Chevelle SS396 1:24	SS8711 '64 Chevrolet Impala Conv. 1:24
SS9603 '93 Chevrolet Suburban 1:24	SS5752 '66 VW Karmann Ghia 1:28
SS 6642 Ford Expedition 1:32	SS6603 '93 Chevy Suburban 1:36

Scale Motorsport & Tamiya Model Company Collaborate on the Ultimate Porsche 956 Super Kit

The kit will include all the plastic parts from Tamiya's original molds, plus turned aluminum, brass and PVC components, nickel steel Photoetch sheets to build the entire riveted front end, cockpit housing and other details throughout the entire car, tow hook to tow hook. Also included with the kit will be an 'Up Close and Mechanical' photo research CD (Mac & PC compatible), containing over 150 high detail photographs of the actual 1983 LeMans winning car. All photographs were taken specifically for building a high detailed version of this famous historic race car. The Scale Motorsport 956 Porsche Super Kit will be available through Scale Motorsport's worldwide network of dealers and distributors. This will be a limited production run, so place your reservations soon! Sku#: 9001 Retail Cost: US\$165.00 Available: August 1, 2001 Preproduction Parts Listing*: Turned Aluminum, Brass & PVC parts: Front and rear two piece, coil over shocks, with brass top caps, 2 rear conical springs, 2 front springs, 1 rear aluminum air jack with brass top cap, 2 aluminum fuel filters, 2 brass fuel regulators, 1 aluminum ignition coil, 1 each, PVC Front & Rear Brake Reservoirs, 1 PVC clutch reservoir, 1 aluminum antenna base, 1 aluminum turbo boost knob, 2-brass dry brakes. Nickel Steel Photoetch parts: Riveted front tub, riveted cockpit environment, cockpit interior panels, driver seat adjustment lever, front and rear tow hooks, turbo intercooler grills and housings, rear tail framework railing, front and rear brake hubs, brake suspension housings and many other details throughout the entire car. Up Close & Mechanical Photo Research CD Complete Technical Specifications 956 vs 962, 25 Engine Bay Details, 25 Cockpit Details, 25 Front End Details, 25 General Miscellaneous Details, 1 Over all Engine Bay with Call Outs, full Color Instructions by Animated Assemblies. *Subject to change prior to kits release date. *(This could lead to a major change in superdetail kits if successful. Certainly a brave and awesome effort. Ed)*



Above: Maisto 1:18 Harley Davidson 1921 JDH Twin Cam.

Right: Maisto 1:18 1956 Chrysler 300B



Below: IXO RAM014 Peugeot 206WRC of the Papadimitrou brothers. Portuguese Rally 2001

