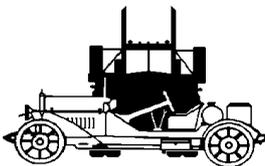


Miniature Auto

A publication for and by collectors and builders of model vehicles



Detail photo of a Matchbox YY Shand Mason Fire Appliance. - Or Is It?



April 2003 Issue 204

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

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Please address all correspondence to the Secretary.
Magazine articles and related correspondence to the Editor.
Change of address to the Secretary.

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EDITORIAL

Last issue Eric sent an interesting article about the Intercars in his collection. This issue Ron has sent a follow up, while Ian has sent a piece on an interesting Hallmark Fire Engine in his collection. These pieces are interesting because they are about New Zealand made models, and as such are the first such pieces about brands other than Micro or Fun Ho! to grace the pages of this newsletter since I have been a member of the club. Somehow I don't think there is an awful lot in the 22 or 23 preceding years either. It is encouraging to see this information coming out as if this history is not recorded in the next 10 years it will be too late, for most of the information will go to the grave with those who were there. Even such basic info as what brands and what models in their ranges is already very hard to find.

If we as New Zealand's oldest established and only National club do not attempt to preserve this history who will? I know many of these toys were well below the standard and collectibles of the English ranges that were only available in such limited numbers but surely some of the early members of the club can tell us about them. So how about it folks, lets get that info committed to paper before it is too late.

Speaking of commitments every member who attended the AGM in January made a commitment to supply one article to MA this year. Eric, Ian and Warren have set the ball rolling with their interesting articles, so no excuses from the rest of you. I know Carville has been waiting on Ian's piece so I expect his will arrive for next issue.

Lee Tracey

Having gotten up close & personal with my first real example of Aston Martin's mighty Vanquish today you can be sure ixo new release MOC022 will be added to the editorial collection very soon



PRESIDENTS PIECE

With winter now upon us the kit builders amongst us will be well occupied. Over the next three or four months we all have more time indoors to enjoy our hobby. Speaking to a very good friend of mine recently he made the comment that he had 18 model car kits sitting in his wardrobe waiting to be made up. I told him that he should join the club but he is not interested in doing so. I shall continue to work on him. We need more members and word of mouth is one way we can all help.

I'm off on holiday to Singapore in a couple of weeks so I will be keen to see what models there are available over there. Hopefully I'll find a few different ones to bring back to add to my collection.

Now Here is an interesting quote from the author Warren Bennett for you to think about. "The factory of the future will have only two employees: a man and a dog. The man will be there to feed the dog. The dog will be there to keep the man from touching the equipment."

Happy Modelling

Stan

MODEL MARKET

FOR SALE

1:24 Bburago 1948 Jaguar XK120 Coupe (Silver)

1:24 1965 Ford AC Cobra 427 (Purple)

\$15.00 each

1:43 Renault Funffacher Weltmeister Set of 4 Cars \$120.00

Contains 1992 Nigel Mansell
 1993 Alain Prost
 1994/95 Michael Schumacher
 1996 Damon Hill

Ph Vanessa or Stan on 03 347 4355

BRANCH REPORTS

Zephyr/Zodiac Car Display in conjunction with Model A Car Club

This show was held on the 19th of April in the Drill Hall and the A & P Show-grounds, and our Branch was invited to mount a Ford orientated display.

On Saturday Carolyn and I arrived bright and early to set up our display only to find that nobody seemed to know where we were to display. Eventually we found our spot, but there weren't any tables in the room. After finding some tables we set up the display and waited for the public to arrive.

We had 168 models on the tables, from the collections of Paul Thompson, Fred Hawkes, Allan Graves and Stephen Kelly. Apart from 3 Cobras and an Edsel Citation, the rest of the models on display were Fords, ranging from Model A's to Falcon, Kas and Focus' (Foci? Ed). Paul, his mother and Allan did turn up later in the day, but had to leave early to return to Gore to pack up the display that they set up with the Hot Rod Nationals. Our display impressed a lot of people which was good for us.

As far as the 'larger' cars go we have never seen so many Zephyrs, Zodiacs, Consuls and Model A's together in one place. Carolyn's and my loyalties lie in different models though, with Carolyn liking Mk 3 Zephyrs and I preferring Mk 3 Zodiacs.

I would like to thank Paul, Allan and Fred for loaning models for the display and Carolyn for helping me man the stand during the day.

Stephen Kelly

Ixo Models CLC 030 Tatra 603



DEAR SIR,

I was very sorry to hear of John Skene's recent resignation.

John, with his vast knowledge and extremely interesting collection has been a long time member of the club. As pointed out by Lee, John did a wonderful job in January organising and setting up a superb venue while most of us travelled around the city and countryside enjoying ourselves. On our arrival at the venue at the airport, it was all beautifully set up - tables, chairs, kitchen facilities - even pictures of interest around the walls which John had especially put up to enhance the atmosphere of the weekend.

Then there were those great views out the windows throughout the day as large planes came into land. Also the tour which John gave us.

John and Helen have also hosted various club events and meetings in their home where members have always been welcomed and looked after.

It was good to see Lee's apology and thank you in the Editorial of MA 203, but that fact that John felt insufficiently appreciated is a responsibility of all of us who attended. Like Lee, I would also like to comment on 'club enthusiasts' like Bryan Hessey. Both Bryan and Helen have devoted an immeasurable amount of time, enthusiasm and devotion to their club and deserve the successes they have achieved.

There are, of course, others in both clubs who deserve many thanks also. Both clubs have some very fine members and although it is a shame that we are not all one club, lets not focus on our differences but enjoy what each has to offer.

Finally, to John, I would like to say (as I am sure all of us present in January would) Many Tanks for a great weekend. It was most enjoyable and relaxing and I will certainly remember it for a long time to come.

John Henderson

NOTE FOR ALL MEMBERS

The 2004 AGM will be hosted by Southland Branch

SHAND MASON STEAMER FIRE ENGINE

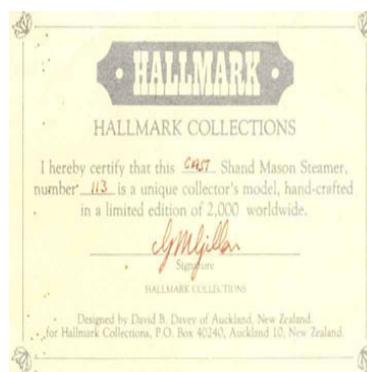
Manufactured by Hallmark Collections.



I came across this piece through a conversation with another collector. He mentioned he had seen a Matchbox Shand Mason Fire Engine in Auckland livery and I was quick to point out I was certain Lesney had never made one so it must be a rebuild. As it turned out we were both wrong - he in that the model was not a Matchbox and me in that the model was not a rebuild.

The model turned out to be a piece made by a company called Hallmark Collections (PO Box 40240, Auckland 10, New Zealand). This brand name was

new to me and although the item came without original packaging it was accompanied by a certificate proclaiming that "....number 113 is a unique collector's model, hand-crafted in a limited edition of 2,000 worldwide".

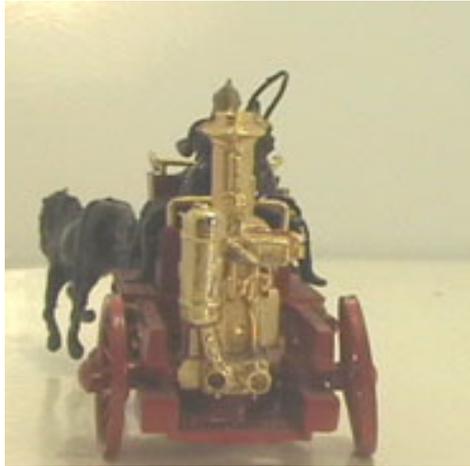


This is an interesting piece and while the certificate states "Designed by David B. Davey of Auckland New Zealand", one could be forgiven for thinking it was a Lesney piece were it not for the size of the casting which appears to be slightly larger than I remember the Lesney piece (can't lay my hands on one as they are "buried" at present while home alterations are carried out).

No scale is stated in the accompanying certificate but the item measures in at 99mm from the tip of the left hand side horse's nose to the rear of the carriage. Each of the firemen is 20mm high (seated) so this would roughly set the piece at between 1:60 and 1:70 depending on how tall a seated figure you start with. I've assumed the average height of a man in 1900-1910 to be 5 foot six inches based on some historical data I was able to dredge up on the internet. A seated figure height of 4 feet 4 inches (I measured a 5 foot five inch adult sitting) gives a scale of 1:66 at least for the figures. Based on my limited knowledge of horses they also appear to scale out roughly to 1:66.



Since pictures are better than words I hope they show up Ok in terms of giving you an idea of the quality of the casting. It's not bad with sufficient detail for one to get the general idea. Unfortunately the horses are poorly fitted to the carriage and they don't have a realistic stance - in fact they won't stand properly at all with the left hand side horse wanting to tip forward all the time due to the fact only two of its legs will touch the ground!



The colour scheme is, of course, red with gold "Auckland" lettering on the carriage. The boiler is gold. Both horses and men are painted black (including the men's faces and hands, so it must have been one helluva fire they are returning from!) - the men's helmets are painted gold. The hose on the side of the carriage is black with "brass" fittings.

For those interested in colour photos - this brief article appears on the Club's web site:
www.nzmvc.in-newzealand.com

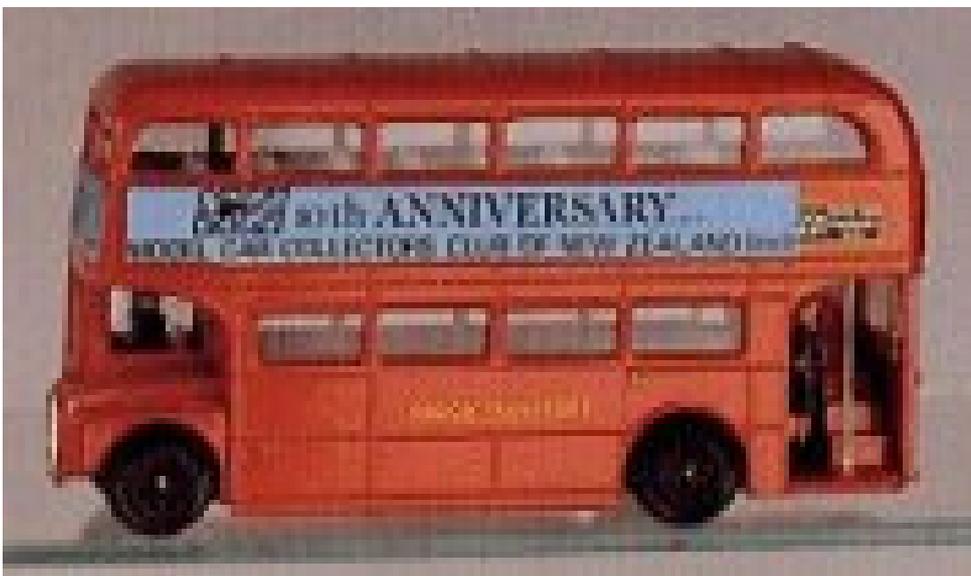
If you have ANY information on Hallmark Collections or the models it produced - please write to:
Ian Cousins,
PO Box 12057,
Thorndon PO,
Wellington 6038.

OR email: nzmvchwgn@nzmvc.in-newzealand.com

(or even send it in to the Editor!)

10TH ANNIVERSARY DINKY

Dinky 289 Routemaster Bus - Model Car Collectors' Club of New Zealand 10th Anniversary



released 1979

History

The decision to release a commemorative model for the 10th Anniversary of the Model Car Collectors' Club of New Zealand was first made at the Club's Annual General Meeting, held in Dunedin, in 1978. Those present at the meeting agreed an approach should be made to Models Limited, the then importers of Dinky Toys, to see if a number of Dinky Double Decker Buses could be made available to the Club for the commemorative model. According to some of those at the meeting, Mark Steele attended the meeting and as he was employed by Models Limited at the time, he was asked to look into the purchase of 50 models. Although memories are vague after all this time it is thought the original idea for the Dinky commemorative model came from the fact the Otago Branch of the Club had prepared a limited edition run (Code 3) of Fun Ho! #56 Landliner Bus models to commemorate the AGM in 1978.

The Model

As stated above the model chosen to commemorate the 10th Anniversary of the Club was the Dinky 289 Bus. Mark advised the Club Committee that he could get the buses and 50 were purchased. Ivan Whitley, of Invercargill, had the stickers produced in Invercargill and the whole thing came together in 1979. Maurice Wooley, member #5 and a founding member of the Club, who was living in Palmerston North ended up with both the models and the stickers and completed the job of assembling the models. The buses were supplied in the original colour, red, and had the standard issue "Esso" labels. The models were not repainted and the "Esso" labels were not removed, they were simply over-labelled with the new blue commemorative labels and replaced in the original box with cellophane window. It is not known how much the original cost to the Club was nor what the sales price to the members was. No certificate was supplied with the model.

Sales

Due to some administrative mix up, Maurice ended up paying for the models and the production of the stickers. That is how he came to be the seller of the models, rather than the Club itself which was supposed to reimburse him for the expense of producing the model. Maurice advises that of the original 50 models all but six or seven were sold to members of the club. The remaining six or seven were mainly sold, over a period of about ten years, to overseas collectors with the last two or three being used in a swap with prominent bus collector and dealer, John Gay of England, for other models that Maurice wanted to acquire for his extensive collection.

Current Value

As with most collectibles "value" depends on the beholder. Maurice recounts how, when visiting England in 1994, he met John in the flesh for the first time at a swap-meet. On his table he had one of the Club Commemorative Buses for sale at an asking price of Twenty Pounds. Maurice remembers that about two years earlier an example of the bus came up for auction through the Vectis Auction house in England. It fetched Eighty Five Pounds, a remarkable sum for such a model at the time. **My thanks:** to Maurice Wooley for taking the time to recall and jot down the facts on this interesting item. Also my thanks go to him for bringing along an example of the real thing for me to view!

If you have ANY further information on this Dinky model or know of someone who is prepared to sell an example to a member of the Club

please write to:

Ian Cousins,
PO Box 12057,
Thorndon PO,
Wellington 6038.

OR email:

nzmvwgtn@nzmvc.in-newzealand.com

RON'S RAMBLINGS

In MA 203, Eric wrote about Tonka Intercars. I have no knowledge about the actual production history, and like Eric, I can't recall the exact dates of availability, but I can add some comments.

The models did indeed originate in Spain by Nacoral, and like many Spanish companies, they 'borrowed' or copied models from existing ranges. Tekno, Solido, Matchbox and Dinky were favourites.

Lee wondered why the Lamborghini Marzal had a different number outside the 100-109 of the others. This is because it was originally a Sablon model from Belgium. The two Fiats originate from Mercury in Italy and the American cars bear a strong resemblance to the AMT 1/43 plastic kits. I have not been able to match up the Lamborghini Espada, Ferrari P4 and Mercedes C111 (yes, it was issued), but the Espada may be related to the Politoys one.

The models were actually cast in Spain and shipped here CKD (like real cars were at the time) and painted and assembled here. At first they were sold in the boxes as described by Eric, but later they came in simpler window fronted boxes. Very late in the issue, they were sold through McKenzies chain stores for a mere 99 cents. Incidentally, Eric lists the Mustang as being black, but it was really a very deep blue with a violet tinge. It is worth mentioning that at the time of release, they were up to the current standard with opening parts, glazing, suspension, plated parts and fully fitted interior. Unfortunately, the standard of paintwork was poor and many in my collection have needed repainting,

Eric may be pleased to hear that I have a spare Mercedes C111, so if he would like to contact me and send a wedge of dosh (just kidding Eric – it will actually be 'cheap as chips' because it is missing a set of wheels), he can have it.

Speaking of wedges of dosh; I note that an original Micro Models #4336 Bedford SB bus in mint condition, but without a box, sold for an amazing £2,950 (nearly \$NZ9,000) at Collectoys in France recently. Even a boxed Commer artic tanker "Peter's Ice Cream" fetched £1,010 (\$NZ3,000). So dig in that old toy box... The Peter's Ice Cream tanker was obviously an Australian product, but the bus was definitely a Lincoln NZ product. Incidentally, if you hunt around a bit, you can probably pick up a reissue bus for around \$60.

RON FORD.

THAT'S NEW? THAT'S NEWS!

WELLY 1:18 Diecast China

2512 '02 BMW 745i
2515 Mercedes SL500 Open
2517 Lambo Murcielago
2513 Chevrolet Borrego Concept
2516 '69 Ford Mustang
2518 Lexus SC430 Open

WELLY 1:24 Diecast China

2091 VW Beetle Cabriolet
1414 '53 Cadillac Eldorado Conv Closed
2415 '03 Range Rover
2421 BMW Z4
2424 '02 Chevrolet Camaro SS
2427 '01 VW Passat Variant
2429 VW Bora
2432 '55 Oldsmobile Super 88 Open
2434 '63 Chev Impala Convertible Open
2436 VW Beetle
2438 '03 Lamborghini Murcielago
2440 Audi A4 Cabriolet Open
2442 DeLorean
2444 DeLorean BttF 3
2446 BMW 745i
2448 '68 Chevrolet Camaro Z28
2411 '41 Chevrolet Special Deluxe
2414C '53 Cadillac Eldorado Open
2417 '65 Chevrolet Impala SS396
2423 '01 Opel Speedster
2426 '01 VW Passat Sedan
2428 '01 VW Golf Variant
2430 '02 Cadillac Escalade
2433 '70 Buick GSX
2435 Audi A4
2437 Mercedes SL500 Open
2439 Lexus SC430
2441 DeLorean Back to the Future 2
2443 DeLorean BttF1
2445 '03 Dodge Viper
2447 '02 Lotus Elise 111S

IXO 1:43 Diecast China

RAM 063 Megane Schlesser 1st P-D99
RAM091 Peugeot 206WRC 1st SR02
RAM093 Peugeot 206WRC Rossi GB02
RAM096 Subaru Impreza WRC 1st GB02
RAM101 Peugeot 206WRC Burns MC03
GTM011 Viper Zakspeed 1st Nurb24hrs02
LMM042 Panoz LMP #12 LM02
MOC030 Maserati Cambiocorsa Black
CLC030 '61 Tatra 603 Black
CLB008 Honda NS500 Spencer WC83
RAB030 Honda RC112V Itoh MotoGP02
RAB037 Yamaha YZR500 Abe MGP02
RAB041 Suzuki Xreo Roberts Jr. MGP02
RAM090 Citroen Xsara 1st Gernmany02
RAM092 Peugeot 206WRC 1st NZ02
RAM095 Peugeot 206WRC 1st Oz02
RAM100 Citroen Xsara 1st MC02
RAC019 Citroen ZX 1st Paris-Dakar 96
LMM041 Panoz LMP #11 LM02
MOC029 Maserati Spyder Yellow
CLC029 Bugatti T35 Blue
STB008 Kawasaki ZX-12R Dk. Silver
RAB025 Ducati 996R Bayliss SBC Champ
RAB032 Honda RC112V Harada MotoGP02
RAB038 Yamaha YZR500 Riba MGP02
RAB042 Suzuki Xreo Gibernau MGP02



Above: Welly 2414C
Cadillac Eldorado Open

Right: ixo RAB032
Honda NSR 500 Harada

Bottom Left: ixo RAM092
Peugeot 206WRC Marcus
Gronholm's RNZ Winner

Bottom Right: STB008
Kawasaki ZX-12R



SHIZUOKA HOBBY SHOW



Left Above: The new Pre-painted Opel DTM kit body from Tamiya as debuted at The Shizuoka Hobby Show earlier this month. Other kits in the range include the 1996 Porsche GT1 and Mercedes CLK DTM Original Tiele'.

Right Above: Rear end detail of the new Tamiya 1:20 Williams FW24 Kit also debuted at Shizuoka. Also seen on the Tamiya Stand were a range of WRC mechanics and tools as well as a 1:12 Hayabusa Yoshimura.

Below Left: A prototype build of Aoshima's upcoming Mad Max Interceptor kit.

Below Right: Detail of Kyosho's large scale F40. Cost 63,000 Yen!

