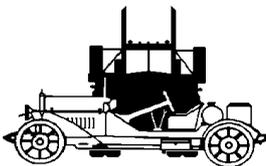


Miniature Auto

A publication for and by collectors and builders of model vehicles



Trax Joins Corgi!



April 2004 Issue 209

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

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Magazine articles and related correspondence to the Editor.
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DEADLINE
For MA 210 to
The Editor by
20 May 2004

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

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EDITORIAL

Back to normality this month after the last issue with all its news from Nuremberg. Apologies for the poor quality on most of the photos. They seem to have lost rather more than I hoped between the masters and your copy.

Actually it is not quite normality (or hopefully a new normality) as this is the last big item I am contributing to this issue. Thanks to Ian, Eric and especially new contributor Paul Thompson. Paul took advantage of Ian Cousins offer and sent along his article which Ian got ready for publication (I am not sure how much work was involved there) and passed along to me. Well done Paul, don't forget to tell the rest of the Branch members how easy it was!

Remember next issue is a kit building special so all you builders get those articles in to either myself or Ian (PO Box 12-057 Thorndon Wellington) by May 20. Builds, reviews, hints & tips whatever so long as it is related to model kits. It is up to you kit builders to ensure the issue contains more than the Editorial, Presidents Piece and News!

Corresponded with John Bennoch the NZ distributor for Spark and Bizarre Models recently. He told me about the arrival of the new Cunningham C6R and I pointed him to the Nuremberg photos of the new releases. During the course of the discussion he mentioned that he was thinking of getting a small selection of the Redline Ferraris in but that the cost would be up around \$120. If you have any interest in these it may pay to contact your local dealer or John directly through his website www.spr.co.nz .

One of the announced releases for Spark this year is the Pagani Zonda. After seeing the roadster version at the National Motor Show last weekend I am adding a model of that to the wants list. Also added is the New Chrysler Crossfire which looks so much better (and smaller) in the flesh. On the modelling front there was not a lot to report with only stalls for Frankton Models (Hamilton's only Model shop), Auto Mania, Diecast.co.nz and CoolToys (the NZ distributor for Johnny Lightning). Waikato Motor Group were the only car stall to have any models (RX8 and some rally Peugeotts).

Remember May 20 deadline for Kit Articles

Lee

PRESIDENTS PIECE

The year is slipping by fairly quickly, with Autumn well upon us and all seems quiet on the modellers front. I haven't bought any new models since Christmas and my collection is gathering dust.

Dusting models is a time consuming job which I do using a soft camel hair paint brush and a soft dusting cloth. (P.S. Vanessa does some dusting too)

For anyone interested in pedal cars there is a very good web site that you can visit, which is www.ttoystoys.com . This manufacturer produces rather a large range of cars and motorbikes both in kit set and ready built form. The bodies are a tough plastic and the chassis are steel. All pedal cars are well detailed replicas of current production cars etc to a scale of approximately 1:4.

I am in the process of buying a Ferguson TEA20 tractor (full size). If anyone has got any information on this model I sure would appreciate obtaining a copy.

Happy Modelling
Stan

TRAX TR24 G Ford Falcon XT GT London _ Sydney Marathon



36 years after the event Trax models joins Corgi in being having a model of a 1968 London - Sydney Marathon entrant in their range. Almost unbelievably these are the only two diecast models of cars from this historic rally. One wonders if Vanguards might be induced to complete the podium with a version from their new Austin 1800 casting.

The Corgi model of the winning Hillman Hunter on the cover has been a long standing member of the Editors collection and has over the years lost the spare wheels while Skippy went bush long ago.

BRANCH REPORTS

OTAGO BRANCH

Swapmeet 2003

This was held over the weekend of 29 and 30 November and the numbers attending were down on previous years but the Branch executive felt that this may have been due to the weekend being too close to the Xmas break.

We had two visits arranged for the weekend but when we phoned one of the collectors we were to visit on the Saturday we found out he had forgotten and was out of town for the weekend. The other collector we visited has an extensive collection of motoring memorabilia as well as some very interesting pieces that were not motoring related. Among the non motoring related items were a collection of old bakelite radios and some record players to name a few of the items. He has a couple of full sized cars that have been restored along with the motoring memorabilia which includes a considerable number of petrol pumps.

It is all housed in a two car garage which is for the want of a better word 'chocka' and very interesting to view. You can work your way around the garage looking at the various pieces that are on display and when you work your way around it again you see many new pieces that you did not see the first time around.

It was a very interesting two hours that we spent looking and listening and we thank Alan for the time and talk he gave us.

Members also visited the collection of Maurice Boyles and were given an interesting talk about the way he displays his models and about some of the various models he was working on at the time, as well as some of his ideas for using the models.

The discussion workshop on Sunday morning entitled 'How To Display Your Models' was enjoyed by those who took part and put several new ideas forward for some members to consider. The weekend wound up with the presentation of the results of the weekend competitions.

Eric Brockie

2004 Schedule of Events

1 -18 May Community Gallery Display
10 July Autospectacular Display
25/26 September Model Vehicle Festival, Alexandra
6/7 November Otago Swapmeet
12 December Otago Branch Picnic & BBQ

Clubnights will be on the 4th Tuesday of each month, at the Otago Underwater Club rooms on the corner of Crammond Ave and Corstophine Rd commencing at 8 pm. I am sure any visiting club members will be made welcome at all of the above events.

36th Annual General Meeting

Otago Branch advise they will be hosting the above on the weekend of 21 - 23 January 2005. This weekend has been chosen specifically to avoid any clashes with known motorsports meetings.

With the above knowledge the kit building members of the club will be set to rise to the following challenge issued by John Stanley.

For the upcoming Annual General Meeting I will be entering no less than three new models to be entered in three different classes that have not been seen before in their completed form. Are there any builders who wish to accept the challenge of completing some models for competitions??

AGM PART 1

Hello to all members nation-wide. I hope you all got home safely after the AGM in Southland – the weather was wonderful, the weekend was neat.

Congratulations to all the members who won trophies in the competitions. It will be my turn in Otago – “Look out Guys!”. I did not compete in the AGM competitions as I was protesting at what I consider to be out of date classes. There are not many classes for the “ready built” die cast collector to enter but there are a lot of classes for kitsets – what say we change them to make it simple and fair for everybody. This is the year 2004.... Do something please!

The barbecue on Sunday was a hot event with good food, good models and good cars. In the drive I had a '65 Ford Cortina, '73 Ford Fairlane, '76 Chrysler Valiant RT and a '91 Li Mazda 121 – gee they looked good! **(They certainly did! — Ian Cousins)** Thank you to all who came out to make the weekend real neat.

Good luck to the Otago Branch for the next AGM. I'm sure they will do a great job.

And finally it's a big “thank you” to Steven Kelly and my Southland Club associates for the wonderful weekend – well done to you all. Also a big “thank you” to Fred Hawkes for bringing out the yummy food from Invercargill and to my mum, Joy, for cooking it.

Must fly now – cheers to all and “Good Collecting”

Paul Thompson

AGM PART 2

Well it was an early start for me as I hopped on the plane to Invercargill for the AGM. The thing that struck me most when we were airborne was the dreadfully dry landscape below... I'll bet that has changed in the last few weeks with all this rain we've had! It was very apparent as we flew over the "mainland" that the further south you went the greener it became... flying over Canterbury I thought it was very brown, but revised that to dirty grey when I saw how "brown" Otago was! The difference south of the Clutha River was just amazing and as we got just south of Gore the landscape turned to this lucious green that was just amazing in comparison to the previous provinces!

The plane touched down safely and after a short wait for my bag – I turned around to see Carville Stewart striding into the terminal... this I assumed, meant Eric had arrived to pick me up and I was correct! Ten minutes later we were at the venue, which was conveniently in the central city area. A quick round of "hellos" ensued as various club members were spotted unloading cars or setting up inside.

I dumped my enormous suitcase (conveniently filled with items for trade or sale plus my briefcase and clothes) and proceeded to check out the competition entries as they were laid out. Some very interesting pieces were on display.

[more photos will appear on the web site <http://nzmvc.in-newzealand.com>]



Evan from Central Otago arrived with a BUCKET of the biggest Central Otago Cherries I have ever seen! I don't eat Cherries so the rest of the crew were wel-

come to them! Fortunately he also brought a bucket of the most beautiful Central Otago Apricots and I was into them in a flash! DELICIOUS!! Thanks Evan!

I then conned Carville into driving me over to Ken Glass's shop for a look-see. I have to admit I wondered if we were ever going to get there as Carville tested out whether it was "this street" or "that street"... but lo and behold there it was in front of us! ☺ Half an hour or so later I walked out with some 1-75 series Matchbox toys that will look good in my display cases at home. Because I was with Carville, who introduced himself to Ken, I received a small discount on the purchase price – so if in Ken's make sure you let him know you are a member of the NZMVC.



It was then back to the venue for the start of the meeting. I had just enough time to pop down the road to buy some lunch and a desperately needed black coffee! Once devoured it was supplemented by a couple or more apricots!

The formal part of the meeting, as previously reported, went off without a hitch and was over in record time. Competition judging, started prior to the meeting, was then completed and the winners of each class were announced and presented with their trophies, albeit for a few moments until Eric gathered them all up again. The trophies were to be taken back to Otago for engraving and reissue to those who wished to display them in their homes for the year. Yours truly was nominated for the "Big Drip" award, due to my timely payment of a certain, absent Club Officer's subscription so that he could continue in office!

We had a short period of "free time" in the late afternoon and a number of the "out of towners" were invited to see a local businessman's full-size truck collection. What a treat! So many fantastic vehicles under one roof with associated displays of radiators, fuel equipment, etc. It was really great to see so many vehicles, still in their local liveries, set out in the buildings – and not just the usual marques but also those lovely old Fordsons, Bedfords and Scammels that ranged the roads in New Zealand just a few short years ago.



more photos will appear on the web site <http://nzmvc.in-newzealand.com>

After this visit we still had a short time to “clean up” before a number of us reconvened for dinner at the local Working Men’s Club. I have to say that the premises were HUGE! Its good to see a venue such as this prepared to have a section that is open to the general public for an evening meal. And what a meal! – all you can eat for about \$20 plus bar facilities. There was a lot of jaw movement at our table and plenty of interesting conversation ensued between mouthfuls!

The evening ended for me and a couple of others with an invitation to view one of the local’s collections. This was a further treat to top off a great day in the “Deep South” with, for me, some interesting Matchbox items to pour over including some particularly difficult and rare Yesteryears and the increasingly popular desk-top items such as ashtrays and pen stands! Some time after midnight we headed off to Eric’s caravan for some badly needed sleep!

Sunday saw us up, showered and the caravan hitched to Eric’s van in what we thought was plenty of time to allow a quick look at the Southland Fire Service

Museum Society's new premises on the corner of Jed and Spey Streets. We were peeping through the windows when out came a couple of the members and they invited us in to look more closely at the exhibits which at the time had not yet been sorted out properly for display. As far as I can tell this appears to be standard practice as they were continually popping out to invite members of the public in to see around, despite the Museum not yet being "open to the public". March, I think, is the target opening date.

One of the others invited in turned out to be an English traveller who had been asked to take a look by his brother who had worked at the Dennis factory that had built the D12 vehicle sitting at the rear of the premises waiting on further restoration. I overheard Tony Turner (the Society's President) telling him that it was one of only a few D12 series Dennis Fire Appliances in New Zealand, the majority were D8 series. This particular vehicle was originally used by the NZ Fire Service in the North Island before working its way down the country. It was eventually allocated to the Edendale Volunteers.

The Museum also had a few models and other memorabilia available for purchase. I managed to get three of the four different Lledo models the Society has commissioned over the years for inclusion in my collection. At \$30 each the Society sells them as a fund-raising exercise.

The society can be contacted by writing to:

Southland Fire Service Museum Society
PO Box 192,
Invercargill.

From there it was off to Wyndham to view Paul Thompson's collection. Paul recently relocated his collection of approximately 7000 models into a new garage at his home. The collection is available for viewing by appointment. We spent some time looking into the various cabinets and displays housed in the garage as well as scrutinising the displays of carded models hung on the rafters and every other available surface in the garage.

The associated barbecue was a big feed with plenty of good food to go round. Our heartfelt thanks go to Paul's mum, Joy, for doing the cook up and feeding all those blokes!

Paul's Car Gallery
Museum



16 Ferry Street
Wyndham, Southland
Ph (03) 206-4613 By appointment Only

From Paul's it was off to Gore in Eric's van with the caravan firmly hitched on the back. A short stop in Matura for a squizz around the old township then on to Gore where we unhitched the caravan and popped up for a look at the Croydon Airfield where they restore old aircraft. We spent a good hour there looking closely at the fully restored planes and works in progress at the invitation of one of the men working in the restoration factory. Then we had a look at the proposed Croydon Historical Railway site where they plan to build a new line of approximately 36 miles running between Gore and Lumsden, complete with buildings, etc. Not much to see at present, but it will be interesting to keep an eye on progress.

Then it was back to Gore where I "jumped ship" and joined Howard Brockie for the trip up to Dunedin while Eric made his way up to Central Otago. My thanks to both Eric and Howard for the lift (necessary due to the lack of seats on any aircraft out of Invercargill until the Tuesday thanks to the motor racing that was also on that weekend) and again to Howard for the bed on Sunday night. Monday was uneventful and somewhat boring really as I flew home to Wellington from Dunedin with my spoils from the weekend (thanks to Carville and Howard's desire to quit a few more items from their collections). Said spoils were dutifully smuggled into my house and disappeared downstairs when the wife's back was turned!

I think it has to be said again that Southland Branch and its members did a great job in organising this AGM and in organising events for participants to attend before and after the actual AGM. Special thanks to Steven Kelly, Fred Hawkes and Paul Thompson for the organisation of the event and to all the other "Southlanders" who made us all feel most welcome true to the legendary hospitality of "The Deep South". If I've missed out thanking anyone please forgive me....

Jan Cousins

DISPLAYING YOUR MODELS

(This was a paper that was presented to the workshop “How to Display Your Models” at the Otago Swapmeet 2003.)

How to display your models is of course up to each individual as to how they see the best idea or method to do this and cost could well be one of the deciding factors in how you achieve what you may finish up with. For over 340 years (sic - *we all know the writer had been around for a few years now but this adds a whole new dimension to his age!* ☺) now I have seen countless numbers of collections both in our club members houses, model rooms, Museums or even in storage .

To have collections, as mine is, in storage and packed up is not good because no one including yourself gets the benefit of viewing the collection except when you take the models out of storage for a Club Display etc.

In my early days of collecting I used a lot of mirror backgrounds behind the display shelves which I used to feel were good because in many cases it let the viewer see both sides of the models. This was particularly good with some commercial vehicles if they had decals or a load on the deck that could not be seen from the one sided view. I am not so much in favour of mirror backed display cases or glass shelves as I used to be and probably the colour of your models will dictate what colour or shelves would be best suited to you. I have found that white appears to be the least used colour of models in general as the bulk colour and therefore white shelves and backgrounds appears to make the models stand out and be shown off to better advantage.



The level to look at the display is also important, but space factors also come into this because of how much room you have to display your collection. If you have to bend down too low it is more difficult to see the model and again if they are displayed too high you may only see the underside of the model unless you

climb onto steps to view the top side.

The amount of space you have is also of importance and one of the governing decisions that have to be made when displaying your collection. I am sure that we would all like to have our collections displayed with two or three inches between each model and the shelves at least 8 or 9 inches apart, but in most cases this would not be possible except maybe in the early years of our collections when we only have a few models.

Glass doors are of course the best for the front of our displays because viewing is there immediately. Sliding glass doors look the best but are also the most costly, and then you always have the small gap between the doors which does let dust get into the cabinet.

I have viewed collections which have had each individual model labelled with the details of the model on the label. This is an excellent idea but involves a lot of work if you have a large collection. If you have printed or written labels as your collection has grown this is not such a major task.



Models can be displayed sitting alone on the shelves or in the case of some models and in particular the Matchbox 1 -75 range the models can be easily shown with the corresponding box behind the model which shows off both the model and the era in which the model was produced. Again the Hot Wheels may be left in their packets to protect the models and keep the model and package in mint condition. *(Although I find the question of how to display blister packs something of a conundrum, especially if they are only a small part of the collection _ Ed)*

Your display is your display and it is up to you to display in the way that you wish and I know that I have seen many good ideas over the years that other club members have incorporated into their displays. I remember a past member of the club who built large scale kits only and in his lounge he had three large bulky display cases all at about three to four feet of the ground and up on legs. The

exteriors were all painted flat BLACK and the interiors were all painted flat WHITE. The models looked first class and stood out because of the contrast.

Your collection is your collection and that is what this hobby is all about. Display Your collection how it best suits You, Your needs, Your spaces and Your finances.

Eric Brockie

An interesting topic. The two photos earlier in the story show a couple of the



cabinets I use for mine. All my cabinets are converted china cabinets. Below are a couple of examples of how I have increased their storage capacity.

The prop for the Mazdas is just an empty video case while the rally models



shelving is resting on stacked model cases. A handy way to alleviate some of those storage problems.



VIRTUAL MODELLER

OR

TWAS THE WEEK BEFORE CHRISTMAS

Tw'as the week before Christmas and the world had gone mad
I'd used up all the spare time that I had
Once Christmas was over everything was a breeze
And surfing the web I could then do with ease

I randomly surfed stopping here for a look
Sometimes a model, sometimes a book
Then I hit Google.... what could I find?
I really had nothing specific in mind

There were lots of various links up on my screen
I decided to punt on one (it seemed to be "clean")
So off on a series of tangents I bound
For your reading pleasure – here's what I found.....

<http://www.kitformservices.com>

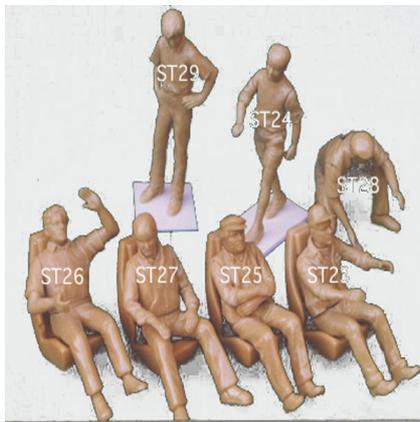
Kit Form Services was established in 1987 by Howard Whitehead. A former commercial vehicle mechanic and British Army recovery mechanic with 20 years experience `on the spanners`, Howard's modelling background is much like that of most modellers, starting as a boy with Airfix Model Aircraft. The company is a one-man operation.

Initially the work of KFS revolved solely around the building of commission models for customers in the road transport industry. However, it was not long before Howard identified a definite lack of conversion parts to make the Italeri & Revell kits (the basis of most of his commission built models) more accurate & realistic.

Howard's answer was to learn how to resin cast & make the parts he needed and when the word got out among the modelling community he was soon advertising parts for sale on a regular basis. Other like minded modellers soon made their interest known & before long his range had expanded to include waterslide decals, photo-etch parts & imported ranges from the USA & Australia. Today the range is so big that KFS no longer casts resin parts in house - everything they carry is professionally made by other manufacturers.

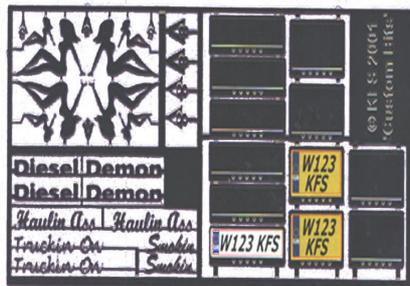
To meet the demands of both ends of the market, KFS have introduced a superb quality TQ Range of cast resin items as well as maintaining their more cost effective & budget minded Standard Range. KFS aims to supply quality parts & modelling aids at a value for money price to both the UK and International markets.

Although my interest lies mainly with 1/43rd scale models I was impressed by the range of items available for 1/25th scale conversions. Items such as right hand drive dash conversions, wheel trims, mudflaps, bug deflectors, personnel, etc



are available as cast or photo-etched items. In particular I was taken by the range of possible drivers and crew (see photos) which I believe can only enhance any trucking model. Imagine how much better some of the excellent examples of truck models our members build would be with the inclusion of a driver and crew (£2.95 each)....

or how about some custom seats (£3.00 each)



or some photo-etched naked ladies, V8 badges and number plate surrounds (£4.50)

or even a folding Hiab unit (£29.99 each)



If you are seriously into modifying truck kits then I recommend a visit to Howard's site – even if you are not seriously into truck kits – take a look anyway – you will be impressed! All photos in this article are copyright Howard Whitehead and reproduced with his kind permission. Phone, fax, postal & email

enquiries are always welcome. All postal enquiries should be accompanied by an appropriately sized stamped addressed envelope for inland enquiries or by at least three I.R.C. (International Reply Coupons) in the case of overseas enquiries.

Tel/Fax: 0044 1902 677467 (Overseas)

Email: Howard@kitformservices.fsnet.co.uk

Kit Form Services
105 Parkes Hall Rd
Dudley,
West Midlands DY1 3RH
England

<http://www.masscar.com>

Now for those kit bashers amongst you who are not into trucks, here's the site belonging to the MassCar Model Club. What's interesting about this site is the amount of information available, not only on the Club itself, but on its members and their interests (including some photos of models they have built).

Especially interesting are the pages devoted to current "on-line" projects, but be warned... some of these pages are in Adobe PDF format, not browser displayable HTML and therefore they tend to activate your computer's download software (if you have some loaded) rather than opening in a browser window as expected. On the other hand this makes it easier to print off the articles for off-line reading!

Also take time to look at the Put Up or Shut Up project pages. This details (with photos) member's kit building efforts after names were drawn from a hat and kits issued to those selected. The resulting models were displayed at a later club exhibition.

The site also has an extremely good links page (<http://www.masscar.com/links/links.htm>) to sites such as the major kit and resin manufacturers; after-market companies that supply decals, spun aluminium wheels and diorama detailing items; sources of kits and after-market parts (some in 1/43 scale); and tool, paint and specialist decal suppliers.

<http://www.asam.co.uk/>

Here's one for the truckers among you..... but be prepared to mortgage the house due to the current UK-NZ exchange rate! This site appear to be "owned" by HartSmith Models and concentrates on 1/48th scale trucks and heavy haulage equipment produced by Hart Models Limited, A Smith Auto Models and Enstone

Emergency Models. Most are white metal hand built models and therefore are more expensive than the usual mass-produced metal or plastic kits. The site is well laid out and clicking on the thumbnail photos either leads you to the relevant section of the site or, if already in the relevant section, to a text price list. Prices appear to start at £38 for a kit and rise to £75 for a built small model or £300+ for a larger truck in built up form. Sadly the site has few photographs of the vehicles I am most likely to be interested in. Being of the age I am, vehicles from the 30s to the 70s are the ones I



gravitate toward. While this site has some excellent photos of the more modern trucks and heavy equipment modelled, it has yet to load the photos of the Old Timers and Heavy Haulage categories. Having said that the site has some really good photos of the US Macks, Peterbilts, Kenworths and a single Australian Mack. Check carefully at the end of each page as some categories span more than one page!



Indications are that the site will be updated with the missing photos as time per-





mits.
Well
worth
the
visit!

http://www.dt.navy.mil/cnsm/lead_01.html

Here's an article I located that might help explain why so many of the older models (and even some new ones) develop that white powdery finish both on the axles and the castings and why some models develop a bubbling effect in the paintwork.

The crux of the matter appears to be a chemical inter-action between the various component metals used in the die-casting process and organic compounds found in the packaging of models or in the cabinets we use to house our collections (pg 2 of the article). Of these organic compounds, acetic acid is the most harmful to items containing lead and, to a lesser degree, zinc, aluminium, magnesium and copper (the component metals that form MAZAC/ZAMAC from which die cast models are made). Common sources of the acetic acid are cardboard and various woods including oak. Various paints and glues also contribute to the presence of acidic conditions that can be detrimental to our models.

Various woods also produce formic acid that is also detrimental to the metals used in die-casting. A list of woods (and fireproofed products) is given on the site (pg 4). A list of paints, glues and other materials that can contribute to the problem is given on page five (pg 5).

All in all it appears that no matter what we do with respect to housing our collections, some deterioration is to be expected due to the impact of the materials used to package or house our collections. Stagnant air and damp conditions (either in rooms or in cabinets) will further create conditions detrimental to the models and that increase the production of acidic conditions that will lead to cor-

rosion and deterioration of the component metals.

<http://www.f1modelnews.com>

Got an interest in Formula 1? Then this site is for you! Broken down into three basic sections the site covers Latest Model News, a photo gallery of F1 models (click on the thumbnail photo for a series of better photos of the model in question) and Model News Forums. Choosing Latest Model News then brings up an extended menu that includes Release Info, Links, Ebay Auctions and "How to Spot a Fake". The latter topic is marked as "coming soon".

There are some interesting articles in the Forums area – well worth a browse. The latest news section could do with a search feature otherwise it appears to be a long haul scrolling through the monthly digests of news. All the same it's an interesting site!

<http://www.dinkyfr.com/>

Here's a very interesting site for the Dinky collector – IF you speak French! And if you don't speak French then use the Altavista.com translator to translate the pages for you into very bad, broken English! I tried this and got myself to a page claiming to be about "limp – UK" and "limp – FR" – since I know a little French I decided to see what the original french word on the site had been – "Boites".... Just a small case of some critical accent being missed out from the web page – it should have read "boîtes" – correct translation of this is boxes (the subject of the page) – without the ^ above the "i" the translator read it as "boites" which apparently is french for..... "limp"!

The hidden treasure on this site is a series of articles on French Dinky Toys, written in French of course, but accessible via the Altavista Babelfish translator in broken English. I say hidden because, although I knew of their existence having been a subscriber for some time, I could not find them on the new site. A bit of persistence paid off and after checking various links I found them hidden away under the "all files" or "Tous les dossiers" link at the top right of the page (next to the page counter). The articles are not only full of information on the Dinky toy but also on the history of the actual vehicle. It's worth persevering with this site if you are interested in French Dinky.

Jan Cousins

December, 2003

THAT'S NEW? THAT'S NEWS!

BIZARRE 1:43 Resin Built China

BZ23 Jaguar XJR5 LM85 #44 BZ24 Jaguar XJR5 LM85 sister car
BZ55 De Cadanet Lola T380 3rd LM76 BZ65 Cooper T39 LM56 #33
BZ73 Panhard Dyna X84 Sport LM50 #54 BZ74 DB Panhard LM51 #57

CLASSIC CARLECTABLES 1:18 Die Cast Australia (Edition Qty)

18070 '67 XR GT Falcon Gold (3504) av 18071 XR GT Falcon Silver
18072 XR GT Falcon 1st '67 Bathurst 18073 XT GT Falcon Silver
18049 Holden VU SS Ute Phantom Mica 18118 Valiant Charger E38 Beechey
18104 Falcon BA Ambrose (5000) 18105 Falcon BA Ingall (2000)
18123 Falcon BA SBR #4 Bath. 03(2500) 18126 Falcon BA Lowndes/Seton 03 (3000)
181271 Holden Perkins/Richards (1500) 18097 Holden VY J. Richards (1000)
18096 Holden VY Wills (1000)

CLASSIC CARLECTABLES 1:43 Die Cast Australia (Edition Qty)

43590 Falcon BA XR8 Ute C. Acid (2000) 43591 Falcon FPV Ute Acid Rush (2000)
43592 Falcon BA GT Orange (2000) 2004-7 Falcon BA Ambrose/Ingall (3000)
2006-4 Falcon BA Lowndes/Seton (2000) 1011-7 Holden VY Perkins/S. Richards (2000)
1045-1 Holden VY J. Richards 03 (1000) 1044-1 Holden VY Wills 2003 (1000)
43522 Holden HJ Sandman Ute Yel(1500) 43579 Holden HJ Sandman Panel Van (1500)

MINICHAMPS 1:43 Die Cast Germany April releases

400120901 '70 Alfa Romeo Giulia 1300 400166211 '02 Toyota Avensis Red
400086431 '03 Ford StreetKa Black 400030012 Jordan EJ13 Firman
400996606 Porsche GT1 BGTC99 #6 530194301 McLaren F1GTR BGTC99
400031403 Corvette C5r 1st Class Seb.03 400033020 McLaren Mercedes SLR Silver
400120201 '72 Alfa Romeo Alfetta 1800 400031397 Bentley Speed 8 Seb03 #7
439159096 Anhaenger Henschel 2-Achs 439171020 Henschel HS140 Pritsche
430032215 '80 Mercedes 200 T Kombi 400036923 Porsche GT3R 1st Class Seb03
400036993 Porsche GT3R 1st class LM03 400103320 '74 Lamborghini Urraco Gold Met.
400860008 Brabham BT55 De Angelis 400036961 Porsche GT3RS E. Ecosse Seb03

CODE 3 1:64 Die Cast USA

12934 Sutphen Tower L9 Orlando
12296 Sutphen Pumper E5 Orlando
13203 Chicago Fireboat Victor L
Schlaeger



EDITORIAL COLLECTION

Right: Schuco Audi TT-R
DTM 2002



Middle: Two views of the
Autoexe sponsored WR
– Mazda from Le Mans
2002

