

# MINIATURE AUTO

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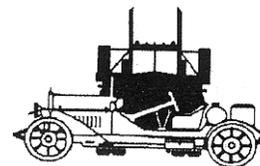
A publication for and by collectors and builders of model vehicles

*36th Year of publication*



AUTOart 1:43 Holden 48/215 (FX)

Photo courtesy New Zealand Classic Car, Ron Ford collection



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

## CLUB DIRECTORY:

### NATIONAL EXECUTIVE

President: **Stan Beavon**, Tennyson Street, Rolleston  
Phone (03) 347 4355, fax (03) 437 4357

Vice President: **Shayne Spicer**, 171 Surrey Street, St. Clair, Dunedin  
Phone (03) 456 1186

Secretary: **Eric Brockie**, PO Box 1356, Dunedin  
Phone (03) 488 1048

Treasurer: **Robin Austin**, 57 Arnott Street, Alexandra, Central Otago  
Phone (03) 448 9276, e-mail [austinrk@paradise.net.nz](mailto:austinrk@paradise.net.nz)  
E-mail [austinrk@paradise.net.nz](mailto:austinrk@paradise.net.nz)

Editor: **Ron Ford**, 52 Hillside Drive, Upper Hutt.  
Phone/fax (04) 971 9808  
E-mail [editor@nzmvc.in-newzealand.com](mailto:editor@nzmvc.in-newzealand.com)

### REGIONAL DELEGATES

Wellington: **Ian Cousins**, PO Box 12-057, Thorndon, Wellington  
Phone (04) 934 5172

Marlborough: **Warren Piesse**, 19 Hutcheson Street, Blenheim  
Phone (03) 578 3683

Canterbury: **Carville Stewart**, PO Box 42 Sefton

Otago: **Shayne Spicer**, 171 Surrey Street, St. Clair, Dunedin  
Phone (03) 456 1186.

Southland: **Paul Thompson**, 16 Ferry Street, Wyndam, Southland  
Phone (03) 206 4613

Please address all correspondence to the **Secretary**  
Change of address to the **Secretary**

#### MA contributions to:

The Editor, or Ian Cousins  
52 Hillside Drive, PO Box 12-057,  
Upper Hutt 6007, Thorndon, Wellington  
[editor@nzmvc.in-newzealand.com](mailto:editor@nzmvc.in-newzealand.com) [nzmvwgt@nzmvc.in-newzealand.com](mailto:nzmvwgt@nzmvc.in-newzealand.com)

Club Website: [www.nzmvc.in-newzealand.com](http://www.nzmvc.in-newzealand.com)

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**DEADLINE FOR MA 218 - 21<sup>ST</sup> SEPTEMBER, 2005**

## FROM THE PRESIDENT

August 31st brings us to the end of another financial year and time to renew those subscriptions.

On a recent trip to Singapore, I found myself and Vanessa very easily attracted to several model shops. The variety of models was about the same as we can buy here in New Zealand and prices worked out about the same as well. At Singapore's Chiangi Airport, we found the Mercedes-Benz merchandising shop, which was well stocked with models, clothing, pedal cars and other memorabilia. I picked up a copy of their 2005 Classic Collection catalogue which is a large glossy publication. This is probably available through their Internet shop at [www.mercedes\\_benz\\_classic\\_collection.com](http://www.mercedes_benz_classic_collection.com).

It has been encouraging to see our membership numbers still quietly growing. We now have 82 financial members.

Happy Modelling,

Stan

President



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# EDITORIAL

Spring is in the air and a 'young' person's fancies turn to ~ model vehicles? It is hardly likely in this age, or is it?

**Ian** has taken a long thoughtful look at the future of the hobby (published over *MA216* and *MA217*), but do you agree with him? There is obviously a lot of outside influences affecting the hobby; not the least is the Web. It is now possible to go 'shopping' for the models you want anywhere in the world without leaving your computer keyboard. You can pay for the items straight away with services such as Pay Pal or direct use of credit cards. You can chat with like minded persons around the world, so why do you need to go out on a cold winter's night to attend a 'branch meeting'?

There is still plenty of interest out there. Look at the number of people who turn up to swap-meets and toy auctions. Even at places like the toy section of The Warehouse; you can see 'collectors' rifling through the latest shipment of Hot Wheels (whatever) to get the ones they have not got.

Of course it isn't all the Club's fault; the makers of the products don't put very much effort into selling. When was the last time you saw adverts for any models in the press or TV? Matchbox used to occasionally advertise, but little else. Where is the product? Invisible for the most part, unless you go to a specialist shop. Remember the days when there were many outlets for Matchbox Yesteryears? In Upper Hutt, there were 4 shops that stocked them, with one saying he used to have standing orders for 24 models from each batch. They seem to have got it right in Australia, where the hobby has been 'popularised', especially through the V8 Supercar Series.

Another factor is of course the price. Apart from makes such as Cararama and New Ray, etc., the 'average' cost of a 1:43 model is well over \$50 now. As a 'rule of thumb', our Club fees were always about the same as the price of one Yesteryear model, but the equivalent now is (perhaps) a Vanguard's car at around \$48 ~ over twice the fee! Have kitsets followed the same trend? On the other hand, I am amazed at how well the big transport sets made by Corgi sell ~ at between \$500 and \$700.

It is now cheaper to buy traditionally expensive obsolete models from the likes of Trade Me and e-Bay. An example is that I just bought a rare Dinky 261 Ford Taunus Polizei in mint (no box) condition for \$66 all up off Trade Me, whereas the new Vanguard's Police cars are around \$58. I know what I'd rather have for the price.

Happy modelling,

**RON**

# AROUND THE BRANCHES

The June Club night was a very interesting night for the Motorsport fan. We were treated to a great opportunity to inspect the V8 Commodore Supercar belonging to Michael Wallace.

The car was in a stripped-down stage as it was in the process of being rebuilt and readied for the start of the new racing season. The team associated with the car were all present and were only too happy to tell our members all about the car and answer the many questions that were forthcoming.

To see the car is a stripped-down condition was probably good because it was possible to see how much work was done to the inside of the car before it is covered by the bodywork. No doubt kit builders were inspired by this unique opportunity ~ detail, detail!

Our thanks to the team for an enjoyable night.

July Club night. Although we did not have a big turnout of members, those who were there had an enjoyable night.

The competitions for the night were for any British cars or commercials. We had a large number of models laid out on the display table.

The diecast section, as usual, had the biggest number of entries.

1<sup>st</sup> **Graham Patterson**, Ford Capri  
2<sup>nd</sup> **Stuart Reid**, Morgan,  
3<sup>rd</sup> **Stuart Reid**, another Morgan

Kitset:

1<sup>st</sup> **Edward van Aalst**, Jaguar

I liked the judge's comments of how the places were given: 1<sup>st</sup>, I like shiny red ones, 2<sup>nd</sup>, due to extra detailing, 3<sup>rd</sup>, different and stylish.

*Extracted from the Otago Branch newsletter*

## SOUTHLAND

Recent Southland competition results:

**June**

Kitset

1<sup>st</sup> **Owen Dickson**, F40 Ferrari

Small readybuilt

1<sup>st</sup> **Graeme Robertson**, Lamborghini  
Gillardo

2<sup>nd</sup> **Roger Larsen**, V.B Commodore

3<sup>rd</sup> **David Peipi**, Mitsubishi EVO 8

Large readybuilt

1<sup>st</sup> **Owen Dickson**, Lamborghini

2<sup>nd</sup> **Fred Hawkes**, Mercedes-Benz 500SL

3<sup>rd</sup> **Russell Corbett**, Cadillac

**July**

Kitset

1<sup>st</sup>= **Owen Dickson**, Boss Mustang

**Fred Hawkes**, White ½ Track

Small readybuilt

1<sup>st</sup> **Michael Larsen**, Impala

2<sup>nd</sup> **Paul Thompson**, Corvette

3<sup>rd</sup> **Roger Larsen**, Edsel

Large readybuilt

1<sup>st</sup> **Roger Larsen**, Lincoln

2<sup>nd</sup> **David Peipi**, Chopper motorcycle

3<sup>rd</sup> **Paul Thompson**, SST Chev Concept

*Extracted from the Southland Branch Newsletter.*

# LETTERS

Dear Ron,

Club members must realise that the membership of the Club is made up with both kitset builders and diecast collectors and we all have opinion that vary as to which is the best to suit each individual.

I also realise that most of the articles in MA (Miniature Auto) are diecast related, but my advice to kitset builders is write your own hints or tips and send them into MA so they can be included and hopefully, this will encourage other builders to do they same.

ERIC BROCKIE

Dear Ron,

One thing that I am interested in is finding out what type of glue to use when superglue and any other 'proper' plastic glue will not hold the (plastic) parts together.

I have been building a 1/72 tug boat and no matter what type of glue I have used, it has nearly always failed. Could it be the plastic or something else? All parts have been washed in warm soapy water the night (or more) before and dried for at least 24 hours, but still with the same problem. The same thing happens with both Humbrol enamel and acrylic paints just not taking. I always wash my hands before handling kits so it can't be that it is from something on my hands.

The kit is a Revell but I have had the same problem with other brands as well. Could it be the type of plastic or maybe the weather? I try to keep my hobby room temperature the same at all times. It is

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making me wonder what is going on. I have enquired about this problem before at different places and as yet have not received any replies. The places included hobby shops, etc.

Another thing I would like to know about is the best type of air brush that can do both fine detail work and wide spraying without having to change anything on the airbrush itself. There are so many around that don't seem to be able to do all types of work, so if anyone knows of such a device, they can e-mail me at warrenandfely@xtra.co.nz Thanks.

*Warren Tyson,*  
Blenheim Branch

Dear Ron,

I just wanted to comment on a couple of things from issue 216.

*Publishing Matters;* I know the spell checker throws a hemorrhage every time you join the words up but to me diecast and kitset work much better as single words, especially as in the case of diecast we are describing an object not a process. 1/24 or 1:24. During my time as Editor I always used the ratio as several years ago I remember reading a piece somewhere (MAR possibly) whereby the writer pointed out that strictly to have gotten the wrong end of the speaking 1/24 means the object in question is one of 24 parts of the original. This does not seem to have deterred manufacturers however as every model in my collection has its scale described as 1/n.b

*Diecast vs kits;* Warren Tyson seems to have gotten the wrong end of the stick on this topic. The subject of the grumbling in the previous issues was not diecast

models, but the lack of effort put in by kitset modellers within the club. As usual the AGM showed that when a challenge is thrown down to the kit building members in the club their response seems to be to take flight. To those who did show up well done! And that includes John Stanley who given his inability to attend the competitions at the last minute could have been forgiven for not making any contribution but apparently still found the time to display his models outside competition. Good On You John. As to the comment that the only thing one reads in MA is diecasts the response to Warren is simple WRITE SOMETHING YOURSELF INSTEAD OF EXPECTING SOMEONE ELSE TO DO IT. That applies to any member who thinks their area of interest is not being covered enough.

*Website;* Once again Ian has put some thought into where the club is and what it needs to do to survive (growth seems far too ambitious a goal at this point). As part of his Future article Ian quotes the aims of the club direct from the constitution. It seems to me that the club website is the perfect tool to achieve some of those aims.

However currently this tool is not presenting the best face of the club to the SIX AND A HALF THOUSAND people who view it each month. I am not knocking Ian here as more than most of us Ian has other demands on his time (the joys of being self employed and a family man).

For the benefit of those who may not have visited it recently Ian has recently done a fairly major update to the content. Members will of course recognise many of these new articles as having been in MA previously. However for new visitors to the site they give an insight to the history of the

club, and to some of New Zealand's model toy offerings. This is a start on the area I believe the Club can, and I believe must, pursue. The history of NEW ZEALAND model/toy vehicles is something that has not been well documented other than the fine work of David Daws (an Australian) and the articles on Micro and Fun Ho! written by Ron during his previous stint in the editorial chair. Where is the stuff on Lincoln? Brentware? Etc. Surely as the only National Club in the hobby and with our 36 years of knowledge it is our duty to put this information where it can be easily accessed by future collectors, and to do so before any more of the knowledge is lost.

The other area the website needs more attention to is the club activities. Currently it has four display articles hosted. It needs more. And not just the half page of text that is the usual contribution to MA. They need to be very visual, so the more photos the better. An example, I am sure someone took plenty of photos at the recent Southland Competitions. How about forwarding copies to Ian with identifying captions? (Ron would no doubt be happy to get some as well)

Finally I look forward to Pt 2 of Ian's Future article where there will hopefully be some thoughts on how to halt the failure and allow the club to adapt to a future that is at least another 36 years in length.

Cheers

*Lee Tracey*

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## MODELLING WITH MAURICE

I attended the Dunedin Autospectacular on the 9<sup>th</sup> July. The Otago Branch had a model display at the shop which drew many positive comments.

I have to agree with **Warren Tyson** – we do need more input from the kit builders.

I shall include building tips in ‘Modelling with Maurice’ from now on... I have compiled many such hints over the years from magazines and other sources.

Many years ago, model tips were included in MA, but unless readers’ give positive feedback on such subjects; one never knows if it is worth carrying on with them.

Many craft stores make ideal places to find items suitable for modelling. I’m always looking for items for dioramas and figures. Often one can find figures in many scales at the \$2 Shops. I’ve also learnt that I should buy at least two sets of figures at a time from these \$2 Shops because the stock changes regularly and often it is not repeated and you can miss out. Even if the second figure is not used, at least you can justify spending the extra \$2!

**Scratched windows:-** to make offending scratches disappear, spray a coat of Tamiya clear acrylic on the scratched screen. The marks will disappear! An alternative method is to sand the scratches with 600 or 1200 grit wet’n’dry sandpaper until all traces are gone. Use a soft cloth and a fine toothpaste (denture paste is finer grained than ordinary toothpaste) or rubbing compound and rub all the windows until all the scratches have gone. Then buff the entire window with a soft cloth and wax. If scratches are deep, do the whole screen

under water with wet’n’dry until the whole screen has a frosted appearance when dry and the damaged area has disappeared. Then do the polishing procedure.

If glue is on the window, this will deeply etch the plastic – too much to be rubbed out. If you do try, make sure the glue is absolutely hard before attempting the process.

### *Maurice Boyles*

*Thanks for ‘kicking the ball off’ Maurice. There are some interesting thoughts there. Of course, this technique can be equally applied by the diecast restorers. It is interesting about the Tamiya clear spray. Would it work to finish off the treated screens instead of polishing them? Could you build up layers to fill in deep scratches?*

*I agree, craft stores have a lot of interesting bits and pieces for the modeller. It gives me something to look at while my wife’s searching the stock at Spotlight!*

*\$2 Shops (and the like) – It’s not the first time I’ve heard that you grab it while you can because by the next visit it will be all gone. Another thing at the \$2 Shop that caught my eye (literally) were the flashing LED badges and brooches. Could they be modified as working flashers on emergency vehicle models? They come in red, blue and yellow for convenience. Ed.*

**C’m on kit builders ~ send in your helpful tips... All contributions are welcome...!!.**

## NOT ANOTHER B\*\*\*\*\* HOLDEN FJ?!

### MODEL SCRUTINEER

There is no doubt that the Holden FJ and it’s predecessor the 48/215 (FX) are popular subjects with the model makers, not only in Australia, but internationally. Matchbox made several versions of the van and utility but only one of the sedan (in a Sydney Olympic set).

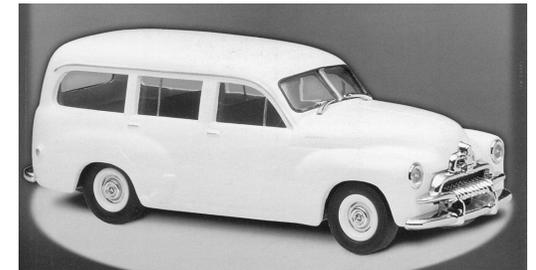
Of course, Micro Models had the first versions of the FX & FJ that were just about current with the real car. What is little known (and not mentioned in my Micro Models Limited item) is that they originally produced the holden FJ as a Standard or Business sedan ~ that is without the embellishments of ‘tail-fins’ and bonnet mascot. The initial batch was shelved and the die altered to become a Special Sedan which was released.

The Micro version was followed by many others including the West Australian plastic Micromodels, Model Cars of the World white metal copy and a Weico 1:87 ‘kit’ for model railways. Then the Trax versions came in 1:43 and 1:24 with some 1:55 vans under the Top Gear brand. Matchbox also had a 1:64 van in their 1 ~ 75 range. An outfit called Mint and Boxed made a 1:25 van and utility, and there was a contemporary 1:18 plastic model made in Melbourne. Classic Carlectables have recently released the van, and utility. Now AutoART (Biante) have released both the FX and FJ in 1:43 scale as well as the FJ (and probably the FX) in 1:18 scale. I have acquired both the 1:43 models and I think they are the best versions of the early Holdens so far, but the Classic Carlectables ones are not far behind.

One new feature on these models (now appearing on other makes) is the direct printing of chrome effect signs and logos directly onto the model. This is like tampo printing which is ‘ink’ that looks the same as any silver paint, but this new technique gives the true chrome gloss to the badges, etc.

Another ‘new’ feature of these models is a full interior lining simulating the cloth roof covering with even the courtesy light being depicted. Added to all this are the usual modern treatments of all the details (glazed lights, flush glazing, etc.). Even the front wheels can be posed. The FJ Special is also available in a two-tone. See the front cover for an illustration (courtesy of New Zealand Classic Car) of the AUTOart Holden 48/215, FX.

A recent Trax release is of the ‘one-off’ Holden FJ station wagon in 1:43. It is a pity that Trax did not rework the casting more. It has been obviously adapted from the earlier vans (like the real thing) and so has all their faults of very narrow windscreen opening



and wheels that are too small. This is supposed to be a one-off also, but I suspect with a little tweeking; it will end up as an ambulance which will be better than the Matchbox version as it will not have tampo printed windows (and an FX grille!).

*Ron*

# TINTIN SERIES

Ron mentioned this series in the last MA (Vol215, pg 13). I happen to have a couple of the series myself so thought I'd better jump them up the list of "articles to be finished" and write something.

The two models I have were sourced from Collectoys in France. This is an on-line auction house that seems to specialise in toys and in particular model vehicles. [www.collectoys.fr](http://www.collectoys.fr)

The Tintin Series is issued by "les Éditions Atlas", a subsidiary company of the European group, De Agostini. Founded in 1901 near Milan (Italy), the De Agostini is one of the principal European publishers, specialising in the field of themed magazines and media, including works devoted to collectibles, history, the arts, cooking, DIY and languages.

Les Éditions Atlas is a direct marketing arm of the De Agostini group. Its products are mainly themed magazines and associated collectibles sold by direct subscription or through magazine stands. It was formed in 1975 and turned to direct marketing in 1987. It has produced a range of collectible vehicle items including a Citroen series, a Bugatti series, a Postal Vehicles series (French), Tour de France series and the Tintin series.

The models I have are:

**2 118 023 A breakdown truck.** The original drawing for this item appeared in "*Le Crabe aux pinces d'or*" in 1953 on page 44. According to the pamphlet accompanying the model (unfortunately written



entirely in French) the truck is loosely based on a French built, 1934 Ford Matford V8-75

The model is die cast in metal with non-moving resin or plastic wheels and tyres. The cab is glazed on three sides (Passenger side window "open") and the cab has two of the Tintin lesser-known characters inside. The rear tow winch is a fairly fragile piece, being mainly plastic (including the fine "tow" wires). The exterior is painted in a relatively "flat" orange paint scheme. The model comes packaged in a clear perspex display box with a very loose fitting base that appears to be moulded in two parts so that small diorama scenes are possible by combining two (or more) models. It has a Certificate of Authenticity but there appears to be no numbering scheme applied to this series so one wonders why it was necessary to produce a certificate. The certificate contains details of the model, the book it was in, and photographs of a real



Ford Matford pickup (the only one I've seen despite a good search of the internet for more details on the Matford).

**2 118 028 Caravan.** The original drawing for this appeared in "*L'île Noire*" in 1962 on page 29. Again the Certificate of Authenticity identifies the subject of the casting as an Eccles GT 305 caravan of circa 1962 (and reproduces the Eccles' specification sheet!).



Again the model is cast in metal with non-moving resin or plastic wheels. The caravan is fully glazed except for the open window out of which Tintin and Milou are looking. The interior is detailed and the outer surface is painted in a relatively "flat" beige colour scheme. This model is also packaged in a clear perspex display box with loose fitting, 2 part base.

Overall they are nice looking models but I am surprised at the non-glossy, "flat" finish to the paintwork. I'm very disappointed in the wheels and tyres and at the overall lack of detail on the castings. At a landed cost of NZ\$86.00 EACH, they have to be two of the least value for money items I have ever purchased! But they are Tintin models! (Not sure if I'll get any more.)



The caravan out of the box



A peek into the interior of the caravan



Card insert from the box

\*\*\* Ford Automobiles France was created in 1916, selling British made vehicles. But, because of the cost of customs and importing, the head of Ford France, Maurice Dollfus, persuaded Ford to build vehicles in France. Ford entered into an agreement with the French company Mathis in 1929, allowing for the assembly of cars at the Asnières factory. This created Ford S.A.F, and the object was to produce as many cars in France as possible. At the time it is said Mathis was experiencing financial difficulties, but the alliance with Ford S.A.F. led to the formation of the Matford corporation, and the first Matford was marketed in 1934/35. This vehicle was based on an earlier Ford model but incorporating the V8 motor (2227cc, 60 hp).

*Jan Cousins*

## RONBLING ON

While Ian has been looking to the future of the hobby (page 17); I thought I would go the opposite way and look at some aspects of the past and maybe some forward as well.

The recent death of former Prime Minister, David Lange brought to mind the changes his government made. You may wonder what it has to do with our hobby, but it was the introduction of the Goods and Services Tax (GST) that made a big difference to the cost and availability of models. In conjunction with the (then) 10% GST, the import tax and sales tax (Customs Duty) were dropped in favour of just GST on the imported value. I think the import duty on diecasts was 20% and the sales tax of another 20% was added on the whole value. Those figures may not be right, but it was somewhere near. So if the value of the import was \$30, the Duty was \$6 (= \$36) plus sales tax gave a total of \$43.20 plus clearance fees. With GST it was simply \$30 + 10% = \$33. In addition, there was a minimum of GST they considered worth collecting which was \$30 (I think) so in effect you could import goods to the value of \$300 before the Customs took note. Excellent! Of course the figures would have changed but since that time I have not received any more summons to front up at the Customs Department.

When the Club first started, the overseas publications were full of slot cars and their recruitments with very little coverage of anything else. I use the term slot 'cars' very loosely as they were a high performance chassis with a blob as a body. How things have changed over the years as the models now available are very good scale replicas.

I spotted a sticker on a car the other day which read "I have 700 other cars" ~ I thought, 'so have I, so what?' Actually it turned out to be an promo for Playstation 2 games. Then I thought ~ 'Hey, a virtual collection' where it only exists on a computer. No more dusting, no more deterioration due to the atmosphere, light, etc. Great! Then I realised I had already started my virtual collection with all the photos I have saved off eBay and Trade Me showing various rare Dinky and others.

Maybe it would be possible to make kits on the computer as well? Hmm. The options are endless..... There could even be a tele-competition where the judges could inspect the entries using the same technology that is used in the real estate business. Zoom in on areas, turn the item over, etc all without actually touching them. Then again it could be easy to 'cheat' by doctoring the images before they were released.

Did you know there was a singing group from Scandinavia called "The Dinky Toys"? Even their logo was the same as Meccano used in the 70s.

I've just added the most unusual vehicle to my collection ~ the Siku sweeper. It is obviously designed to work in precincts and shopping malls. It is articulated so would be able to work in confined areas. Nice touches such as a detachable wheelie-bin complete with operating lid at the back and folding mirrors.

Note that it is 1:50 scale which Siku is slowly moving to. Should be interesting as it may give some of the other makes a shake up.

*Ron*



*Jan Cousins*

Wellington

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## MICRO MODELS FOR THE FOURTH & FINAL TIME?

It now appears that the final nail has been put in the Micro Models coffin with the reported 'bankruptcy' Micro Models Limited. Can anyone confirm this? Whatever the story is, Micro Models are no longer available 'off the shelf', although this has been the situation for some time as it seems no-one has been able to get any goods from the factory even with cold hard cash! What a pity, as there were some interesting plans originally, including even going up to 1:18 scale. Of course the market has overtaken these plans with three very active makes (Trax, Classic Carlectables and Biante/AUTOart) taking whatever market Micro Models Limited could have had.

Now is a good time to list the models that did make the light of day as the book is now closed.

When the 'new' Micro Models appeared in early 1994, they were actually produced from stored components from the original Goodwood Micro Models factory. Early catalogue numbers simply started with MM001, although this did not last long with only MM001 to MM013 being used with no MM007 and MM010.

Eventually, new castings were made at a foundry in Wanganui, but that factory suffered a major fire at Christmas 1994 and so Micro Models Limited were without a caster as even though the company decided to rebuild, they wanted to move away from zinc casting. Another diecasting company was found in Petone, who managed to produce quite a few new castings, but they eventually went bankrupt and closed down. Micro Models Limited were unable to find

Casting company, which probably went some way to eventually killing off the project.

The problem was that the die technology was old and it required old machinery to be able to work properly. Some dies were in bad shape and required a lot of work to get them useable. The bus in particular was very difficult. Some of the dies were caught in the fire at Wanganui. As they are basically just billets of steel, the fire itself could not harm as it would not be hot enough or prolonged enough to harm the steel. Water on the other hand can cause rust which was damaging, as was the fall to the concrete floor from shelving that burnt through. Anyhow, I think only the Holden FJ van die was damaged. Micro Models Limited had a contingency plan for this when they acquired the plastic Micromodels die from Western Australia (along with a quantity of tyres and wheels).

Another problem Micro Models Ltd had was the lack of suitable tyres when the original stocks ran out. The ones from Western Australia certainly helped a lot.

There is no doubt that Micro Models Limited put a lot of attention to the finishing of the models. Authentic colours were used and the tampo printing was world standard at the time. Yet another problem came up with the old castings when came to painting. With the low pressure used while casting, gas was trapped in the metal. If the casting was heated to bake the enamel, the gases came out of the metal causing blisters all over the surface. I found this myself when I tried to repaint some early

Original Micro Models.

Unlike the Matai and Torro issues of Micro Models, these new ones all had boxes in the style of the original Goodwood and Lincoln series. In addition, there was a panel on the side of the box for either a sticker or directly printed panel detailing the contents and it's Limited Edition number. This number was also engraved on the base of the model and some early editions the purchaser could have their own initials or code engraved as well. On top of all this, there was a separate paper certificate with the Micro Models Limited seal. Talk about thorough!

As mentioned, the catalogue numbering started with MM001 but soon changed to the first digit after MM being the year of release, starting with MM4xx. The highest number was thus MM803, which is interesting in the fact that the model (an Austin tanker in Mobilgas colours) was actually a Brentware model originally as opposed to the Micro Models originals. Micro Models Limited had all the Brentware dies along with the Boomaroo press metal dies as well. Apart from the MM series, Micro Models Limited produced some promotional models for various companies. These carry the prefix MP. There was also supposed to be a Coca Cola range (prefix MC) but due to protracted negotiations with the company; only a couple actually appeared. Apparently the paperwork was over 500 pages with them going to the extent of having the paint spectre-analysed in Hong Kong as no New Zealand laboratories were recognised by Coca Cola, even though they were well able to technically achieve the results.

Surprisingly, Micro Models Limited put out 65 different models during their

production. Of course there weren't 65 different casting used, but there were a fair number. It is worth mentioning that not all the dies that they has were used and that they did not have all the original Micro Models dies. None of the Lincoln only issues such as the bulldozer, small Massey Harris tractor and Commer trailers. I wonder what happened to those? The Commer tractor unit which was used for the Torro releases has gone missing. It was thought to have gone for repair and in the confusion with the closure of the Matai/Torro company; it was forgotten about. I know they also did not have the die for the Humber Super Snipe (half of it was supposed to be in Melbourne). Also the International ambulance did not seem to be there. On the other hand, there were several unfinished moulds for a Ford station wagon, DC3 aircraft and a sabre jet. Talking of aircraft, I do know that the Viscount was available and there were plans to modify the die so that other airlines could be depicted. The original casting had the TAA logos cast into it.

Anyhow, on to the list of models actually released.

**MM001,** International delivery van



"Micro Models We're Back". This is a standard issue van. The new addition is the number GB8/8 on the base which does not appear on any of the previous issues.

The model is painted deep maroon with cream painted hubs. The van sides have the traditional Micro Models logo (where the 'G' is styled as a micrometer) and below this is "We're back" in script. On the doors is the Micro Models Limited contact details. The series is MAxxx (each limited edition number was preceded with a two letter code)



**MM002**, International delivery van "NZMVC 25th Anniversary". This is very interesting as although it is an identical casting to MM001, it actually exists in two versions. Well at least I have two. Apparently, the first shipment went missing and my one was sent from the factory so was not involved. The red paint is slightly different, but the tampo signs are the same. The side of the van carries our Club logo with the full name underneath. The doors carry the words "25th Anniversary, January 1994 Dunedin" in silver. The limited edition is either XExxx or XCxxx. Red hubs with silver caps.

**MM003**, Holden FJ van "NZMVC 25th Anniversary" This is probably the most well known (for the Club) as it is used in much of our stationery.



This model was finished in a mid-blue with cream wheels and silver hubcaps. The signs used the same wording as the International but were arranged differently. The door had the Club logo, the full name runs along the waste-line and the date details are on the side panel. The series code is XFxxx. Note that the base for these models is held on by screws whereas all others have riveted bases.

MM004, Holden FJ Special Sedan, New Zealand Police.



This is the first appearance of the FJ Special. It is in the same format as the original issues with a spring coil 'aerial' mounted on the back bumper and a roof sign (not exactly prototypical, but it looks the part). Painted black with black wheels and silver hubcaps.

## FUTURE OF THE HOBBY?

I have lost count of the many AGMs I've attended where, time and again, proponents of change have been defeated by those who prefer the existing order. This is what I mean by the Club's failure to adapt.

For example, what **collectively** has the Club done to promote anything in the last TEN years? As I stated above at least one branch is active in promotion but what about the Executive – what have they done in the last ten years to promote the Club. In fact let's be blunt.... Apart from getting elected to a position on the Executive, what have the Executive members **done** in the last ten years? From memory a series of tasks has been set at successive AGMs yet I don't recall any of them being done – perhaps I can ask the Secretary to list these tasks in a future issue to remind the Executive?

Other questions that spring to mind from the above Constitutional items are:

- Where is the library of literature?
- Where are the facilities?
- How often are we getting talks?

In Wellington at least the answer is – there isn't any literature, we have no facilities and we don't get any talks. In fact, sad to say, we don't actually do anything in Wellington except belong to the Club. We have fallen below the critical threshold in terms of members and trying to get anything off the ground is nearly impossible due to a lack of volunteers. Other parts of the country do not suffer this "apathy" as strongly perhaps, but despite the best efforts of a number of volunteers, it is fair to say that generally "apathy rules" and this was very apparent at the recent AGM hosted by

Otago where the bulk of Otago's membership never showed their faces at the venue!! Now if I can make the effort, and bear the considerable expense, of attending the Club's AGM year after year (and from memory I have only missed one AGM in 17 years and that was in Invercargill a month after I had moved to Wellington), then is it too much trouble to ask people to pop across town, even for just one or two hours? And before Otago members think I'm picking on them this applies to all the members in each city that has hosted the event. Furthermore I believe it behoves The Executive and Branch Delegates to attend and not just for the duration of the actual AGM meeting as has too commonly been the practice for several years.

How is the Club expected to move on without communication between its component parts? AGMs, apart from being a legal requirement, provide the opportunity to mix and mingle, discuss ideas, discuss problems and, of course, talk models! We need to do this in order to adapt and in order to address the needs of our current and future members.

### *What is the solution?*

I think the major problem facing the Club is that too few people know what is already available out there. For those of us who do know what is out there, there is too little fresh variety to keep us coming back. Part of this, as hobby fans, we can change by getting together and holding displays, by publicising the fact we exist, by contributing articles to the Club's magazine and by coming up with some way of enticing new members into the fold. The rest, we can do our best to influence, by asking retailers and distributors why their ranges are not changing, why the latest models are not available except by direct order from overseas, why they don't import in a specific scale or theme....

Internationally, the manufacture of toys is being out-sourced to China where all the major toy brands (Corgi, Mattel, Ertl, Hasbro, and even Schuco) have contracted the Chinese to manufacture toys destined for distribution in every world market place. Eventually the Chinese will be the sole manufacturer of all mass-produced toys. Get used to it... or change to collecting limited edition, specialist, home built toys! And for those of you who say *"but I only collect so-and-sos white-metal kits or so-and-sos limited editions from the UK/USA/France/Germany"* ... production is probably already out-sourced to small factories in China, Russia or any other country where labour rates are lower than in the country of origin of the brand name owner.

I say *"who cares!"*... there are exquisite items available to us as collectors that we would not have seen years ago. Collecting model vehicles is easier now than ever – just pick a theme and go for it. Build your collection and gather about you a circle of like-minded friends **and get them to join the Club!** Have meetings and public displays and spread the word... Keep an open mind about the collecting interests of others... a model train enthusiast can also be a model vehicle enthusiast, a hot-rodder can also be a model collector, a doll collector can also be a toy collector... if it looks like they collect model vehicles, introduce them to the club - and get some activity going that will keep them interested and keep them coming back.

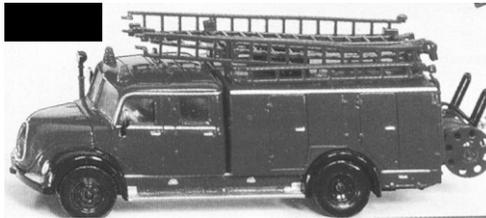
This Club is almost forty years old. In forty years time, it would be nice to see its members collecting everything from inexpensive, easy-to-assemble kits to incredible models with lights, motors and operating doors, etc. But most importantly, it would be nice to see a hobby that has learned to survive by adapting and meeting the needs of its members.

*San Cousins*

## THAT'S NEWS?

### SIKU, China for Germany.

1:87  
 1939 Low loader with front-end loader tractor  
 1840 Low loader with Fendt tractor  
 1841 Mercedes-Benz fire escape  
 1873 Liebherr front-end loader  
 1874 Liebherr excavator  
 1875 Fendt 930 tractor  
 1:55 approx  
 1001 Porsche Carrera GT  
 1002 Mercedes-Benz SLK  
 1004 Mercedes McLaren SLR  
 1005 New Mini Cooper convertible  
 1301 Smart Forfour  
 1:50



3531 Back hoe loader  
 3931 M\*A\*N heavy tractor with low loader trailer  
 4114 Magirus fire engine  
 4115 Magirus fire escape

1:32 Farm  
 2877 3 axle tipping trailer  
 2878 Hay loader  
 3051 Massey-Ferguson MF 5455  
 3052 Fendt 209S  
 3053 John Deere 5615V  
 3054 Massey-Ferguson AgTV quad bike  
 3255 Lamborghini tractor  
 3257 Fendt 900  
 3470 Ferguson TE

### J-Collection, China for Japan

JC027 Mazda MPV '04  
 JC045 Nissan Navara pickup Dakar '03  
 JC053 Nissan Copen  
 JC055 Nissan Cabstar  
 JC057 Nissan Primera 2.0C '04  
 JC066 Nissan Murano

### Spark 1:43 Resin

TVR Sagaris '04  
 Aston Martin DB7 Zagato coupe  
 Iso Grifo A3C

S0463/464 Alfa Romeo 156 GTA  
 S0521/522 de Tomaso Pantera  
 S0548/549 Ligier JS2  
 S0572 Aston Martin #50 Le Mans 1979  
 S0610/611 Alfa Romeo Junior Z  
 S0650/651/652 Lancia LC2 Le Mans '83  
 S0700 Mini 'Limousine' 2004  
 S0701 Mini station wagon 2004

### Bizarre, 1/43 resin

BZ109 DB Panhard Tank LM '50  
 BZ114/115 Fraser Nash MM LM '51 & '52  
 BZ116 Corvette Spirit of Sebring '76  
 BZ137/138 Mazda 737C LM '85  
 BZ151 Lola T381 Ford LM '79

### TRAX, China for Australia

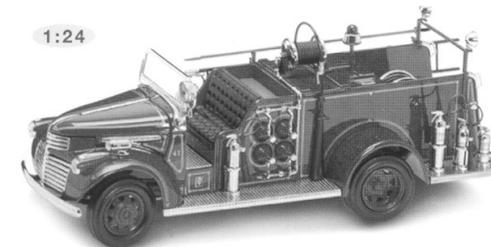
1/43  
 TR32D Holden HR Premier sedan  
 TR56 Holden HD Special sedan  
 TR60 Holden VB Commodore  
 TR63C VF Valiant Pacer Bathurst '69  
 1/76  
 TX12 Leyland Tiger TS8 Melbourne (EFE).

### MODEL POWER, 1:87 China for USA

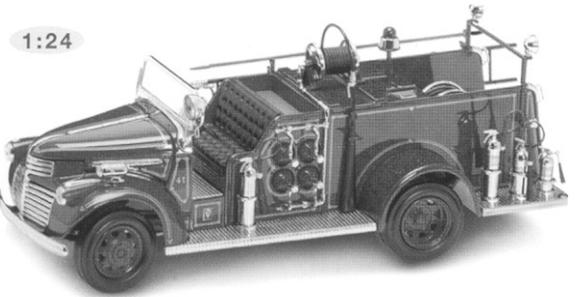
Just seen at the local model shops, a range of 1:87 metal diecast for around \$5 each. There seems to be two sets of subjects; European prototypes and American. Both old and new subjects are covered. mainly cars but I did see a van which claimed to be a Mercedes Sprinter or a Dodge Sprinter, so it covers both camps. Yes, Lee, there is a Cobra too!

### ROAD SIGNATURES 1:18 China

Not necessarily 'new' but I have just got hold of a catalogue and there are some interesting subjects shown. Having said they are 1:18, the fire engines are 1:24, but still they are interesting models.



20068 1941 GMC® FIRETRUCK



1:24

20068 1941 GMC® FIRETRUCK



92058

1964 SHELBY COBRA 427 S/C™

And of course, they have a Cobra!

### SOLIDO, China for France

1:18  
 Land Rover Discovery, 2004  
 Aston Martin DB5 Volante 2005  
 Aston Martin DB9 2004  
 Peugeot 403 50th Anniversary  
 Peugeot 403 convertible "Colombo"  
 Volkswagen Golf Gti 1977  
 Fiat 600 saloon  
 Peugeot 203 coupe  
 Fiat Abarth 850  
 Pagani Zonda  
 1:43  
 Aston Martin DB9 2004, Aston Martin DB9 Volante  
 Peugeot 403 Break, Simca Aronde, Peugeot 403 conv.  
 Peugeot 203 conv., Panhard PL17 conv., Citroen DS coupe, Ford Vedette open roof, Renault 8 Major, Citroen DS Break, Renault 12TL, Renault 5 Maxi Kit, Alpine Renault A110, Range Rover baby, Maserati MC12, Hummer H1, New Renault, New Fiat Multipla

### NOREV 1:43 China for France

Peugeot 307 2005, Citroen C1, Alfa Romeo 156 Estate, Citroen XM mk.2, Peugeot 107, Renault R9, Audi A4 cabriolet, Panhard Dyna cabriolet, Renault Fuego Turbo, Simca 9 Aronde, Peugeot 309

## TAILPIECE

Well I don't seem to making much headway at 'catching up' for which I apologise. This time I got hit by a 'bug' just at the critical time and really took the wind out of my sails as it were.

I still need lots of interesting contributions ~ don't leave it all to the same 'few'.

What about some photos of these marvellous shows and displays the branches are putting on. With electronic cameras, the job is so much easier at the 'taking' end and the printing end.

As far as the debate goes on about what happened at the last AGM as far as the lack of models in the competition goes, I think it is about time to close the subject.

So as Dean Martin used to say ~ keep those cards and letters rolling in!



Next month: Ian's review of the Minichamps Mercedes-Benz racing car transporter