

MINIATURE AUTO

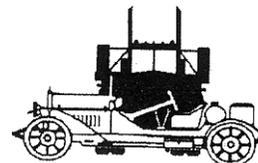
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Issue 219

A publication for and by collectors and builders of model vehicles

37TH YEAR OF PUBLICATION



*1955 Chev Apache
Kit Bash by Maurice Boyles*



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

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DEADLINE FOR MA 220 - 21ST JANUARY, 2006

FROM THE PRESIDENT

Another year has come to an end and our AGM is almost upon us. This is my last report as your President. I have not sought re-election for the coming year. Its time for someone else to have a turn. I have been Treasurer and then President since 1997. I would like to say thank you for the confidence that you have had in me over the past 8 years

With the festive season upon us, I would like to wish you all a very Merry Christmas and a Happy New Year

Lets hope that Santa has got plenty of models on his sleigh

Happy Modelling,

Stan Beavon



MERRY CHRISTMAS TO ALL!

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AROUND THE BRANCHES

SOUTHLAND

Our Branch AGM was held at the Kelvin Street Plunket Rooms on the 19th October.

Election of Officers brought the following:

Chairman	Roger Larsen
Delegate	Roger Larsen
Secretary	John McGregor
Treasurer	Fred Hawkes
Newsletter	John McGregor
Competitions & Displays	Graeme Robertson

Owen Dickson wins the Big Mac Trophy for the most kitset competition points. A 'dark horse' in the shape of **Roger Larsen** won the Challenge Trophy for the most points for readybuilts ~ snatched from **Paul's** waiting hands. **Fred Hawkes** had the most combined points.

At the monthly meeting immediately thereafter, winners for the night were:

Kitset (Continental vehicle)

- 1st **Graeme Robertson**, Ferrari
- 2nd **Owen Dickson**, Porsche
- 3rd **Fred Hawkes**, Mercedes-Benz SLK

Readybuilt, small (any open vehicle)

- 1st **Graeme Robertson**, Horsch
- 2nd **Paul Thompson**, Cadillac
- 3rd **Roger Larsen**, Edsel

Readybuilt, large (any white vehicle)

- 1st **Roger Larsen**, Lincoln Zephyr
- 2nd= **Brett Dronsfield**, Lamborghini
- Barry McCorkindale**, Starliner

Results for the November meeting:

Kitset (red colour)

- 1st **Brett Dronsfield**, Subaru Vortex
- 2nd **Owen Dickson**, 240Z Datsun.
- 3rd **Fred Hawkes**, WW2 fire engine

Readybuilt, small (yellow colour)

- 1st **Russell Corbett**, 1951 Caddy
- 2nd **Graeme Robertson**, Triumph TR6
- 3rd **Barry McCorkindale**, Heinz Ford

Readybuilt, large

- 1st **Russell Corbett**, 1963 Lincoln
- 2nd **Brett Dronsfield**, 1980 Lotus
- 3rd **Barry McCorkindale**, 1970 Shelby Mustang

John MacGregor

OTAGO

The September Club night was in fact a 'day' because we paid a visit to Winton Amies in Naesby to view his collection and afterwards a visit to the Oceaca gold mine at Macreas.

Winton's collection, like many of ours, continues to grow with many more models added to his collection as well as many more full-sized cars in his back yard. These now total over 50 vehicles!

The gold mine was a very interesting visit with an excellent guide to explain everything. They extract about the equivalent of 1½ 44 gallon drums of gold per year which is worth about \$3½ million a week or 1 teaspoon of gold per 160 ton dump-truck load of stone.

Although we could not get close to the dump-trucks and diggers; they did not look large, but our opinion changed when something close by gave us a comparison. One of the dump-trucks passed near a house and it was 2 or 3 times higher than the house.

All in all, a very good tour which cost \$20 for 2 hours.

Extracted from the Otago newsletter.

LETTERS

Dear Ron,

In *MA217*, Warren Tyson made comment about problems with the glue he is using failing to hold the parts together. I thought I'd relate this episode to members.

It was probably in the 1970s when the Otago Branch used to hold our annual Model Car Festival during the Dunedin festival week in January of each year. The manager of the Otago Building Display Centre was a strong supporter of the Otago Branch and made either a lounge or the top floor display hall available for our display.

We used the venue for 20 years or more and I guess the year in question had the following incident which relates to the glue used for modelling.

Entries to the competition had been on display for the week of the show and it was time to pack them away. I was standing on the display tables and lifting the models from the terraced stands and placing them on the lower front level while other members were packing them up.

I placed a 1/16 Gakken kit of a 1931 Lincoln down and turned back to lift another item down. Suddenly there was roars of laughter from the other members and I turned around to see what was happening. The Gakken kit was again an unbuilt kit with only 3 or 4 pieces still glued together. The whole kit had disintegrated with almost every glued joint falling apart!

Members will remember the Gakken kits having a multitude of parts with even the body in several pieces. They were quite a difficult kit to build.

The owner of the kit had won first place in

It's class and was worthy of the placing. The owner never joined the Club ~ I wonder why?

Eric Brochie

Dear Ron,

In response to Owen Dickson regarding Painting problem.

Yes you could be right, just recently I never washed two models of a truck and a saloon that I built and although the plastic was shiny I had no problems with applying either base nor top coats. It is something you never would think about town water supply, so it could well have been that there may have been some chemical that had been added to the town supply that could have caused the problem.

I am in the process of building two more car models so will let you know how it goes.

Thank you for letting me as well as other model builders know.

Warren Tyson

Dear Ron,

We appear to have lost a couple of numbers through the years. The Club was started in January 1969 and in that year we only printed 5 newsletters since then we have had 35 years with 6 newsletters each year = 210 and with another 5 newsletters to date this year means the last newsletter should have been numbered 220 and not 218!

When you look back and think about those early newsletters printed on a duplicator and what is possible to do today; we have certainly improved over the years as the technology having also improved. Thirty-six years of a newsletter for a specialist club such as ours with never a break is a record

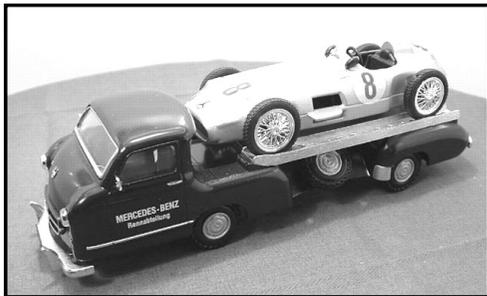
that all members and in particular, the Editors (and their teams) can be proud of.

Eric Brockie

I seem to remember going through this before and made some adjustment, but there has obviously been some mis-numbering in the past. It is so easy to forget to increment the issue number as I almost did for the last MA! So two numbers repeated in the last 36 years ~ not bad. We are amateurs you know. RLF

Dear Ian & Ron,

I enjoyed the article and the photos of the Mercedes-Benz racing transporter. I have one of the Conrad models of this vehicle at home.



The car and its transporter, as pictured, don't go together well for two reasons: The Brumm open wheeler is oversize for 1/43 and a little bit out of shape and too fat and bulgy. Worse, the wheels and tyres are standard Brumm from their pre-war era Mercedes and Auto-Union racers. They don't belong to this car (to Brumm's credit, they have remedied this since with correct mid-50s type wheels, but sadly these are not on the model pictured). This car was in fact large in its day ~ far and away the largest Grand Prix car of the time, but not as large as the Brumm diecast. It, thus, makes its transporter look small!

MA219.p6

Secondly, and compounding the disparity, I feel the Conrad model of the transporter *is* a little small for 1/43. It's a sturdy, no frills model which goes a long way towards faithfully reproducing the original. However, the car deck is too short and perhaps doesn't extend far enough out over the rear wheels. It doesn't matter what racing car you place on the deck; the transporter looks too small to be carrying it.

The original vehicle was built for promotional reasons. It was a huge success drawing everyone's attention to it and it's precious load. When Mercedes withdrew from racing after only a couple of years and there was no further use for it; it was broken up. Recently a replica was made by Mercedes and is now on display at venues around Europe. A recent English motor sport magazine did a comprehensive road test on it. It proved unstable once the speed got up and heaven knows who would want to be in it when it neared 170 kph!

Conrad were the first to produce a diecast model, but recently there have been some others, and I puzzle at how the makers all expect to make a profit. The German-Chinese company CMC have made both a 1/18 and 1/43 version of it; a little more expensive but better quality. The French kit maker Vroom have a 1/43 kit or readybuilt. I haven't seen this model but the firm have a reputation for accuracy.

Helpful websites:

cmc-modelcars.de
grandprixmodels.co.uk

John MacGregor



RONBLING ON

I have mentioned it before ~ the Australian model car scene is very much alive and very competitive. Trax have just 'raised the bar' with a new series of 1/43 models. The range is called 'Opal Series'. What makes it different is that the models feature opening parts. OK, so that is no big deal, but it is the first for the Australian model scene. Yes, other larger scales have offered such features, notably Trax's own Superscale 1/24 and other makes' 1/18 scale. By the way, has anyone seen the 1/18 Holden FJs by AUTOart? They were supposed to come out at the same time as the 1/43 versions.

Having mentioned the opening parts (doors, bonnet and boot) on the Trax Opal Holden EH Special Sedan; is that what collectors really want? Personally I would prefer an accurate model without unnecessary 'features'.

Another thing Trax are good at is producing catalogues and publications. Their latest (for Christmas 2005) advertises the latest Trax Models book ~ 20 years edition.

However; while looking through their catalogue I wondered why they have so many scales. 1/76 for buses, 1/64 for Big Rigs, 1/55 for promo vans, 1/50 for classic trucks, 1/43 for the main range and 1/24.

That has always bugged me that it isn't possible to collect different types of model vehicles to the same scale. 1/43 is supposed to be the main collector's scale (and it seems to be at a premium, price-wise ~ more about that later); yet there are very few 1/43 large commercials ~ most of which seem to be 1/50. It can't be cost of producing that keeps the size down as 1/18

cars sell for about the same or a little more than their 1/43 counterparts and they take a lot more material.

Indeed, only 1/87 (HO) models seem to allow collectors to amass a large variety of vehicle type which are all in proportion. The main reason for this is that they are viewed as accessories to model railways. Model railways are also the reason for the plethora of 1/76 models from the UK, but then again we are only offered trucks and buses with a weak attempt at a few open sports cars and now, finally some small vans. Where are the cars? Oh yes, you can have them, but 1/72 scale from China (to go with your 'plane collection?'). There is some hope with 1/64 as long as you like USA prototypes, although the Australians seem to have hooked on to that scale.

You can have 1/35 military 1/32 agricultural models (and motorbikes/scooters) but not matching in scale. There are a lot of 1/25 plastic kits and 1/24 kits and readymades ~ and so on. Can you tell the difference between 1/25 & 1/24? Bring back Spot On ~ all is forgiven! They DID try to give us a whole gamut of collectibles to the same scale.

As mentioned; 1/43 is the preferred scale (well it could be argued against, but that isn't the point I want to make.); but is it being milked? 1/64 is a growing area for collectables and many of the offerings are at, say, \$12, and a 1/43 model of the same car would be \$45 and 1/18 \$65. Indeed, Norev have just introduced 1/18 models that sell for the same price as their 1/43 and the long promised Minichamps Morris Minor is actually cheaper than a 1/43 equivalent!

Ron Ford

MA219.p7

MODELLING WITH MAURICE

I can honestly say I have never washed any of my plastic kits before assembling, even though kit manufacturers recommend it. This is to rid any possible contaminants from the plastic after moulding. Personally, I think it is just to cover themselves should there be such a problem.

Anyway, as far as using glue for plastics, I have never had any problems. As long as one uses the recommended glues that should not be a problem. My advice to Warren is to perhaps slightly roughen the area to be joined with a fine file. Modelers' files are obtainable or just use the manicuring boards which would be cheaper. Then see if the glue adheres better. The amount of glue used should be minimal to prevent a messy joint. (*Surely too much glue would also make a weak joint due to it not curing completely and too little would also be weak. RLF*)

Remember with chromed parts; always scrape away the plated areas where the glue is to be applied.

When a completed model has been displayed for X amount of years; glue can break down causing the joints to separate. If one should need to dismantle a model for a rebuild or just simply use for parts ~ seal the model in an airtight bag and place it in the freezer overnight. The glue crystallises and with a little care, joints can be taken apart

.If you need to remove chrome plating from plastic, soak the parts in *Duzall* soldering flux for two days, then wipe with common rubbing alcohol and a rag. Wear rubber gloves when using this method!

(I have heard that kerosene can be used to remove plating, so that may be a safer alternative to soldering flux. RLF).

Some further facts on glue:-

White glue (P.V.A) dries with a bit of flexibility and you can control its application a bit easier than epoxy. Either type of glue is excellent for installing windshields, headlights or other clear plastic parts. Plastic cement of any type will attack clear plastic and etch or cloud it. Be warned; neither white glue nor epoxy has any strength until it completely sets. The parts being joined must be securely clamped together for at least 24 hours.

White glue, epoxy or ACC-type (fast setting cyanoacrylate ester ~ 'Super Glue') can also be used to secure plated parts when you do not want to scrape away any of the chroming.

Some notes on the two pictures of my models. (*see front cover and back page for the illustrations of Maurice's models. RLF*)

Both models are a combination of plastic kit bodies on motorised 4wd with fully independent suspension, rubber tyres and steering features.

I use them occasionally on working dioramas. The 'crushed' car under the Ford has collapsible roof and suspension.

Maurice Boyles

MODEL SCRUTINEER

Minichamps 436 039403 Maybach DS 8 Zeppelin

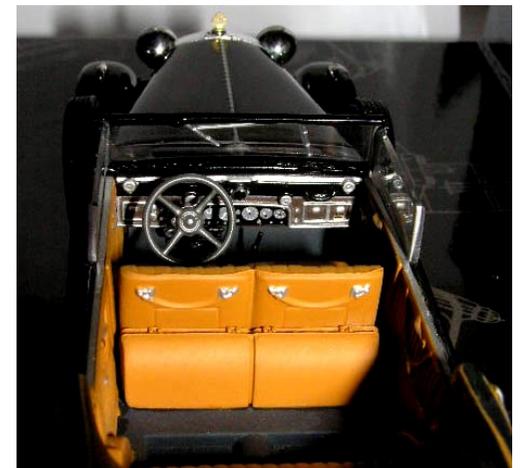
Whilst most members are, I am sure, familiar with Mercedes uber-luxury saloon range of Maybach 57 and 62, I wonder how many are familiar with its antecedents?

Maybach-Motorenbau GmbH was founded in 1918 by William Maybach. Prior to setting up his own company, Maybach worked with Gottlieb Daimler and is credited as the 'spiritual father' of the first Mercedes in 1901. In 1909, he left to work as an engineer for the Zeppelin company. It was from this experience that his desire to build one of the smoothest, most luxurious cars available grew. Together with son Karl, he achieved these aims by the release of the first Maybach automobile in 1921 until the company was diverted to war work in 1940, by which time it had produced about 2300 cars. The pinnacle of these aims was the flagship Zeppelin models. At 5.5 metres long and weighing about 2300kg: these cars cost as much as a large house in the 'flash' part of town. Power for such a behemoth came from a 7922cc V12 producing 200hp at 3000 rpm. Transmission consisted of a 5 speed pre-selector gearbox and a low ratio transfer case, effectively giving 10 speeds.

Fast forward 60 years and we find the thirties are rather an overlooked period amongst diecast companies with only RIO the only company I can think of that has many in its line-up. However, within the last 3 years, Minicamps has released some very nice models of top line German cars from this period. Amongst these is a model of the 1932 DS-8 Zeppelin. The model lives up to the expectations one would expect given the luxury levels of the original car

The version reviewed is the all-black painted model which I believe is the third released after green and grey versions.

The model comes in an over-sized case with a cardboard sleeve stating it to be part of the Mercedes-Benz collection. Technical details on the side list the chassis as a 4-door 6/7 seater cabriolet. As such, the model comes with the top down enabling one to see the glorious detail of the interior. Seats are a mid-tan colour as are the interior panels of the doors, whilst the floor is in flat black. The front seats have loose garb belts picked out with the straps in the same tan colour with silver ends. There are also humps over the lower back half of the seat which look like 'jump seats'. Door handles and window winders are picked out in silver paint. Speaking of windows; the front side windows are raised whilst the rears are wound down. Conditions for the driver/chauffeur are not too flash with a HUGE steering wheel reaching almost to the seat squab and protruding well over it. The large gear lever also reaches well into the area where the driver sits and again is almost touching the squab, at just the perfect place to be constantly rubbing the driver's right leg. The dash panel is very ornate and has been really well captured by Minichamps with all the gauges etc. well picked out.



The Cabrio top is depicted as a covered high mounted piece in flat black plastic with tan striping and the mechanism picked out in silver. The windscreen is a flat piece that includes the finest moulded in wipers I have ever seen in this scale. In fact I had to resort to the dreaded touch test to make sure they weren't separate pieces.

The huge body with its largely simple shapes shows up really well in the high gloss black paint indicating Minichamps were well up with their quality control. The piano hinge running the length of the centreline of the bonnet is picked out in silver again as is a raised line at the rear of the bonnet. Door handles are separate plated pieces. The imposing radiator is a separate piece (or three) with a chrome surround with black filling except for a single vertical bar down the centre in chrome. A very fine Maybach emblem sits atop it all. Sitting immediately in front of the radiator is a solid light bar running between the guards and carrying two large chromed headlights. The chassis rails, in black with silver accents extend in front of this area and mount the front bumpers which consist of a black rear piece and separate chromed facing.

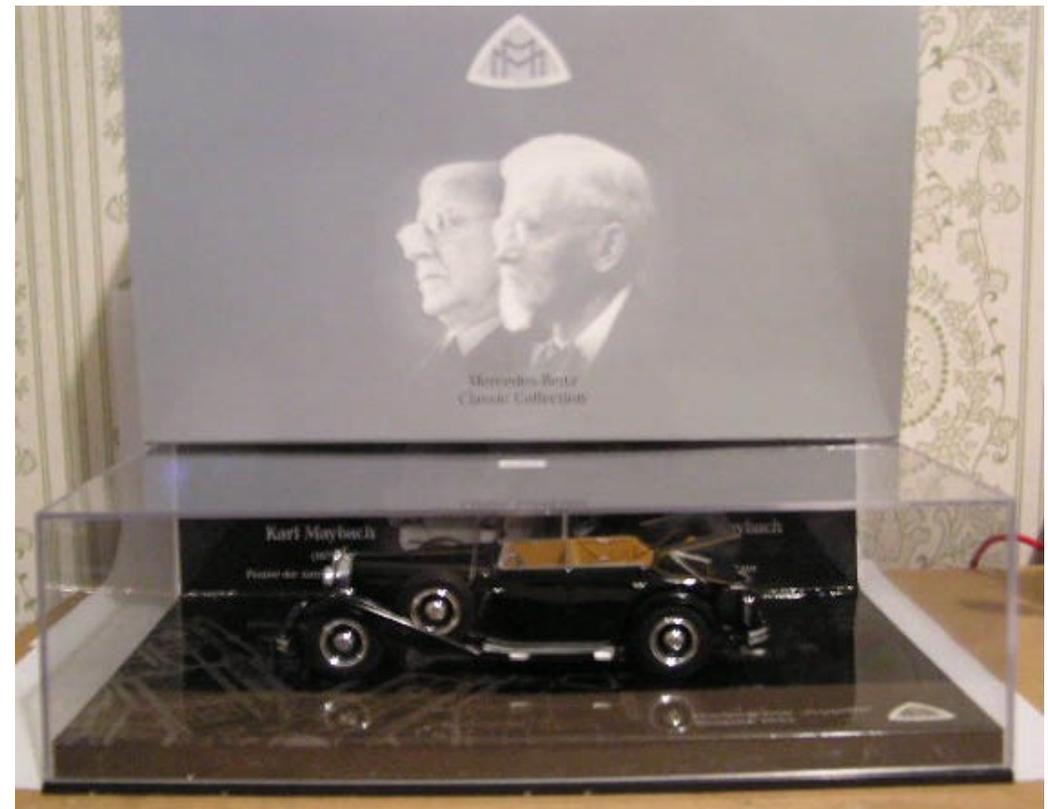


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The guards are a flowing design as was the fashion of the times that sweep down into running boards on each side before rising steeply over the rear wheels before dropping back down quite quickly at the rear. These guards feature separate pieces for front and rear indicators, while the detail of the running boards has been picked out in silver paint. Also mounted in the guards between the front wheels and the doors are two spare wheels. These wheels are true monsters in size and are part of what really makes the car so pleasing to the eye, due to both the quality and size. The wheels all round are a solid design in gloss black with chromed hubcaps and rims. Very nicely moulded rubber like tyres are mounted.

At the rear the separate chromed indicators/tail lights flank a huge glossy black trunk with catches picked out in the ubiquitous silver paint. The left tail light is mounted on a large chrome square that really should have some form of licence plate on it. The rear bumper is another two piece affair with a black rear and chromed outer.



MA219.p11

The underside is well detailed with engine, driveline and fuel tank being picked out in an aluminium colour whilst the twin exhausts are in a more silver like colour. Plenty of other chassis detail there as well.

All in all this is a stunning model that shows Minichamps right at the top of their game, which is not something they have always been over the last few years. If this standard can be kept up I will certainly have to think very hard about adding their Horch and Mercedes 770K to my collection.

Lee Tracey

OWEN'S KIT BASHER'S CORNER

After building the Lamberari I was left with some parts to build another car. Each month I challenge myself to build a kit to compete in the clubs monthly meeting, for the meeting I built this kit for the competition was any small vehicle.

I had bought a new Mini some months before and had always been going to build it as a modern version of the Metro 6R4, but only as a two wheel drive. I think I may have mentioned it in one of my previous articles. I still had no idea of what type of guards would take the Mini body out to the width of the Mercedes DTM donor chassis.



After playing around with many ideas I noticed that a Countach chassis has about the same wheelbase as a Mini. The ideas started to flow. There was an engine full of detail sitting in a box all made up, left over from a car that had since died due to the last project and a bungle that happened in the process of building it that I didn't mention in the last article.

I will have to digress and tell what happened. The last project was intended to have an Italeri Countach 50th anniversary body on it but a heat gun and too much ambition to get the guards wide enough ended in, well you can guess. The kit had a beautifully detailed engine which I removed.

I still didn't have a chassis as the one in the Italeri kit was not the nicest and had suffered damage in the separation from its body. Enter one of my earlier attempts at chopping a kit, A BMW Ute with a Chevy Ute back, a dragster engine and a Countach chassis. So I had a Mini body, a basic Countach chassis and a well detailed engine, so let the problems begin.

The chassis was built and had complete interior but was too wide to fit into the Mini body at this stage and low and behold the engine was too big to fit into the chassis, grey hair time, out came the craft knife. After about 5hrs of cutting over two nights the chassis sort of fitted, I had removed the interior section.

Now to make the engine fit the chassis. The Fujimi chassis has a metal rear axle and was holding the engine from sitting right down in the engine bay. Time to take the axle out, bugger the gearbox housing is hitting the firewall, cut the firewall. NO, still not fitting. Cut the top off the gearbox you'll never see that from the outside of the car. Bugger still wouldn't fit. Cut some off the bottom of the engine and hey presto it fitted. Another two hours bites the dust. Whose idea was this? I asked myself at this juncture.



At this point, I decided to do distributor leads, as I had never attempted this before—it was all new. Attempt one, wires were too fat. Attempt two was fibre optics from a lamp. I glued them to the distributor—all twelve of them.

After letting them set over night I checked to see if they would bend into place, s***, glue and fibre optics don't mix, two of the leads broke then another and so on.

Attempt three. Time for drastic measures, the distributor was now stuffed so I had to build one from scratch. I found that the wire out of telephone cable was thin enough to get twelve into a small space. The distributor is now been made out of brass tube with the leads soldered into it. Superglue was the only way to glue metal parts to plastic and meant that that part was in the bag. Another two hours bites the dust and with the first week disappearing quickly the pressure was starting to build.

Now to get the axle through the engine, I couldn't heat the axle and push it through so I had to drill it, something went right. Now I have an engine in the chassis, then it dawned on me, where am I going to put the radiators?

At this time I decided to work on the body putting in vents for the radiators and fitting an air dam. The air dam was easy, it is a minor modified Ferrari F50 one glued then plastic welded to the Mini. The vents in the side on the other hand became my next problem. Most of the vents I've got in my parts box are not big enough, the donor ended up being the same F50. After fitting them to the body I did a test fit, blast!, more needed to be cut out of the chassis to let the vents fit past, blast!, now the vents sit part way below where the radiators would have to be fitted, so out came the soldering iron to heat and bend down the offending plastic, hey presto almost complete. Another 2.5 hrs and two nights gone.

By now I have only two and a half weeks left and the car is nowhere near complete. It was at this stage I realised that the drive wheels stuck out half their width outside the Mini's body, blast!, they stuck out just the wrong amount. Off to the model shop. \$30 later I had a Tamiya Peugeot 206 WRC rally car. I found that the 206 has the same wheelbase and to my disgust was also the same width as the Countach, blast!!

Back to the Mini. Time to fit the interior, slightly back from where it sat before so that the dash wouldn't disappear under the windscreen. The door interiors had to be fitted in a cut form, the Countach ones would not fit inside the body. With that lot the second week disappeared.

Next came the problem of the radiators and where to position them. This didn't take too long to solve once I realised that putting them on the opposite sides and turning them on a slight angle, the same as the angle they were on in the F50. The hoses had to be cut and glued on a different angle. Next came the air intake to the carbies. There was no problem. Chassis done for now it was time to go back to the body. Time to fit the rear guards; little did I know this was going to be a big job. After cutting off the rear guards of the 206 they had to be attached to the back of the Mini. As per the rest of the project they didn't quit fit.

First I temporarily fitted the body to the chassis so I could line up the outer guard with the tires and glued the guards in place. Next was a little matter of filling the gap between the top of the guard and the body, a small matter of 3-4 mm. Plastic welding was the only way and only took a couple of hours to get enough fill to cut back to flush and still hold the pieces together. The finish isn't perfect but with time running out fast it would have to do.

Putting on the guards blocked off part of the air intake, but with a sharp hobby knife and yet another hour or so things seemed to be looking up. Now that was done it was time to paint the body, I chose Tamiya ts-50 mica blue, at this point it became clear that the finish of the plastic welding was not good enough and some more work was in order to get a better finish. With some Tamiya putty and some more time, paint and stress things were back on track.

The windows seemed easy compared to the rest until after gluing them in I put them down too soon and they slipped down leaving glue in the middle of them. All this happening before the article in the MA on how to fix this same problem. With a bit of Tamiya clear smoke paint they look like tinted windows and the mark is not too obvious.

Continued on page 19

MICRO MODELS FOR THE FOURTH & FINAL TIME?

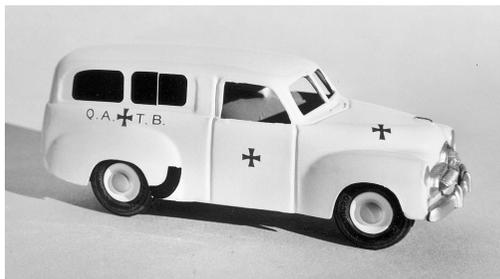
PART 3 *Continued from MZ218*

This is now the third part of the Micro Models 'saga'. As before, the releases are being dealt with by catalogue number sequence which is not necessarily their release order.



MM409, Ford Zephyr Six mk.1 'Queensland Police'. The Zephyr makes it's second outing as a Queensland Police vehicle. No extra pieces have been added to the casting ~ not even a roof light or aerial. Painted cream with the usual oversized crest on the front doors. The Limited Edition (LE) for this one is **PQxxx**

MM410, Holden FJ ambulance 'Q.A.T.B'.



I am not quite sure of the details of this one. I do know it was by request of the

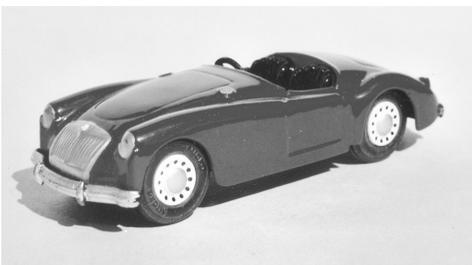
Australian Micro expert, David Daw. I believe it represents the vehicle used by the TB hospital. Anyhow, Micro Models have joined the modern trend of tampo printing the side windows instead of modifying the mould. They have also taken the opportunity to represent the stone guard on the rare wheel mudguard. Painted white with red signs and lettering. Note the logo is in the form of a Maltese Cross. LE code **AQxxx**

MM501, International Delivery Van 'Micro - Better Than Ever' Once again the International van makes an appearance. This time it is celebrating a year



of Micro Models. The paintwork is much darker than MM001 and more to the purple shade than maroon. LE code is **MBxxx**

MM502, MGA convertible. First appearance for the MGA. Like the Jaguar, it suffers from the lack of a windscreen.



MM503, Holden 'FX' coupe utility 'Press Deliver' This is the first appearance of the 'FX' utility. I assume it represents a vehicle used by the Christchurch Press newspaper. Does anyone recognise the logo? Like many of the new Micros this is fitted with the medium sized tyres; which in this case are too big and the rear wheels do not rotate as well as they should. The ute is painted mid blue with yellow tampo printed signs. The tow bar is picked out in silver as are the handles and tail-light, etc. LE code is **NAxxx**



MM504, Volkswagen Micro Bus Ambulance. The addition of a blue roof beacon and a white paint job with the mandatory 'Red Cross' on the sides makes the standard VW Micro Bus into an ambulance. Unfortunately, very few real ambulances actually have a red cross! Anyhow, it does look the part even though it isn't authentic. The

hubcaps on this issue have the 'VW' logo tampo printed on them, whereas the civilian version (MM406) has plain silver ones. LE code **ARxxx**

MM505, Holden FJ Special, Wellington Taxis. This represents a era before 'deregulation' and so, like most taxis of the time, is painted black. The model is fitted with a 'TAXI' roof sign picked out in yellow with black lettering. It appears to be a standard Micro roof sign, with the TAXI lettering cast in. Only the original New Zealand



Lincoln Micro Model taxis were fitted with roof signs, so it must have been available as part of the original moulding. The doors carry the usual oversized tampo printed Wellington Taxis logo in yellow. LE code for this one is **TWxxx**

MM506, Holden FE Sedan, 'SA Highway Patrol'



Another casting has joined the range in the form of the Holden FE sedan - a companion to the FE coupe utility. This is fitted with a back bumper mounted aerial. The body colour is pale blue and the door signs are tampoed in black. LE code **PSxxx**

MM507, Morris fire engine.



Like the Internationals; this model made to a smaller scale ~ probably 1/64 ~ an element of 'fit the box' I suppose.

Unlike the rest of the Micro range, I am not sure whether this is true to any prototype as it seems to be a copy of the Tootsietoy (U.S.A) Mack fire truck.

The only difference between this newer issue and the original is that the roof bell has been replaced with a 'beacon'. Matai and Torro issues also had a beacon.

This version is finished like the Australian original with the word 'FIRE' tampo printed on the front door in yellow. In addition, the fire extinguishers (if that is what they are) at each end of the ladder are picked out in silver.

The LE code for the fire engine is **EMxxx**

MM508, Bedford SB bus 'Micro Bus Lines' Even though the Bedford bus has an MM508 catalogue number (denoting being issued in 1995), it did not appear until long after ~ probably 1997 or 1998. The casters had great problems with the die. It is of unusual construction with the join 'up the middle', so in effect it would have to be cast sideways.

This model has some other unusual features as well. Firstly it was available in three colours (each with it's own Limited Edition code) and secondly, it was fitted with vacuumed windows, although these did not



Cover the whole of the passenger door.

The illustration shows the box as well as the printed certificate that came with the model. The box also had a panel with the same data printed on it. Sometimes this was another sticker and others directly onto the box.

LE code for the buses:

MGxxx for green

MRxxx for red

MBxxx for blue.

MM509, Ford V8 F6 covered lorry 'NZ Army'

An unlikely prototype, but since the original Micro Models had this as a military transport, I guess it is acceptable. The tray section looks military in style, particularly with the cast in rope ties for the cover, but the cab is pure civilian and the rear wheel would be more likely to be singles rather than doubles. That said, it is an attractive model.

Unlike the originals which were painted olive all over; the new issue has a black chassis and bumper and a lighter green 'canvas' cover. The doors carry an oversized (again) crest. Iron Horse Models in Christchurch offered a Code 3 version of this model as an ambulance with the addition of red crosses on the side and roof of the cover.



The LE code is **LNxxx**

MM510, International delivery van 'Anchor Milk'

Another outing for the International van. This version is painted pale cream (of course) with blue tampo printing. The cab doors carry the words 'Anchor Co-op Dairy Co. Ltd.' with the anchor logo. On the van sides we have 'Icy Cold Milk' in script with the anchor logo and under the waste line, 'ANCHOR'

LE code is **DAxxx**



MM511, Holden FE coupe utility,



'Tasmania Highways'

The Holden FE coupe utility was one of the rarest of the original issues, but it is certainly making up for lost ground under the Micro Models Limited use.

Another cream model with black tampo printed door logo.

LE code is **PTxxx**

To be continued in MA220

THAT'S NEWS? - THAT'S NEWS!

To start with; a bit of the 'Births, deaths and Marriages (and Divorces) column.

Born: **High Speed**, China for the UK. 1/72 and 1/43 diecasts. Probably second sourced?
Born **Ricko-Ricko** Readymade diecasts from China for Spain?

Died: **BBurago** Various scales made in Italy. Readymade and pre-painted kits.

Died: **Schabak** German readymade diecasts. Mainly German cars in the past but latterly aircraft.

Died: **Kaden**, Czech Republic - 1/43 ready-made diecasts

Died: **Roco** 1/87 plastic models from Austria.

Divorced/Married: **Brittains** 1/32 and 1/18 readymade diecasts from RC2 to Jada.

What is disturbing is the deaths outnumber the births and that some of them were non-China made ranges. Eric Brockie sent a list of Ricko models but there is not room to print them this issue. RLF

Corgi Classics and Toys

Various scale diecasts from China for England.

Vanguards 1/43 New castings:

- Ford Sierra Sapphire Cosworth
- Triumph Stag
- Austin Princess 1800HL

Plus the usual plethora of recolours.

Modern Trucks 1/50 modern and classic commercials. New castings:

- Foden Alpha tractor unit & rigid
- Mercedes-Benz Actros
- DAF CF rigid 6w

Original Omnibus 1/76

- ROE trolleybus
- Leyland RTW
- Daimler CV6 ROE

Trackside 1/76 commercials

- Morris LD van
- Morris J2 van
- Morris J2 ambulance
- Bedford CA van (large screen)
- Ford Transit mk.1 van

U.S.A series 1/50

- Ahrens-Fox HT piston pumper
- Brinley Safety Trolley Car

Aviation Archive Various scales

- 1/72 Catalina mk.II
- 1/32 Hawker Sea Hurricane 1B
- 1/72 Gloster Gladiator
- 1/72 Fairey Swordfish
- 1/72 BAE Hawk
- 1/72 SEPECAT Jaguar T.2
- 1/72 Supermarine Spitfire mk.VIII

The Corgi Collection: Various scale

'showcase models'. No fixed scale

- King Tiger Tank

50th Birthday Special 1/48 scale approx.

- Ford Consul mk.1 ~ reproduction of Original Corgi Toys #200

Oxford Diecast

Various scale readymade diecasts from China for the UK (Wales).

- Morris Minor van (various)
- Mini van (various)

Oxford Diecasts seem to be repeating everything Lledo did, which is a pity as there are so many un-modelled subjects out there.

Italeri Plastic Kits

Various scale plastic kits from Italy

- 1/72 Morris Quad + 25lb gun
- 1/72 Leopard 1A2 tank
- 1/35 2.5 ton cargo truck
- 1/24 Volvo VN760 6w tractor
- 1/24 Scania 4w tractor
- 1/24 DAF XF95 4w tractor
- 1/24 Lancia Stratos Alitalia #1

AUTOart

1/64 readymade diecast from China for Australia.

Holden FJ Special Sedan



TRAX

Readymade from China for Australia.

1/43 Holden EH (Opal Series)



1/50 Trux Chevrolet Blitz Army



Wanted: More kit news...

Continued from page 13

OWEN'S KIT BASHER'S CORNER

Final assembly could now start.

Has anyone built the Revel new Mini and found that neither the headlights or the tail lights don't fit, they just ain't big enough? With multiple layers of glue on the inside of the body and some touch ups to the paint on the outside you can only tell if you look close.

With two days to go to the meeting things finally seemed to go well.

Now all the parts are fitted it was time to clear lacquer over the whole body, bad mojo, as I was painting the roof the clear softened and dragged the only bit of flat



black on the car right across the middle of the roof, with one day spare to the meeting there was not enough time to sand down and repaint so even today the car has a faint black line on the roof, I'll fix it one day.

Let's hope the next project goes better.

Owen Dickson

Southland Branch



New Zealand Model Vehicle Club (Inc.)

Annual General Meeting

Wellington

Naenae Intermediate (Walter St, Naenae, Lower Hutt)

January 22nd 2006

10:00am start

Activities arranged for Saturday 21st January

For more information; contact Ian Cousins on 04 934 5172

nzmvwgtn@nzmvc.in-newzealand.com

