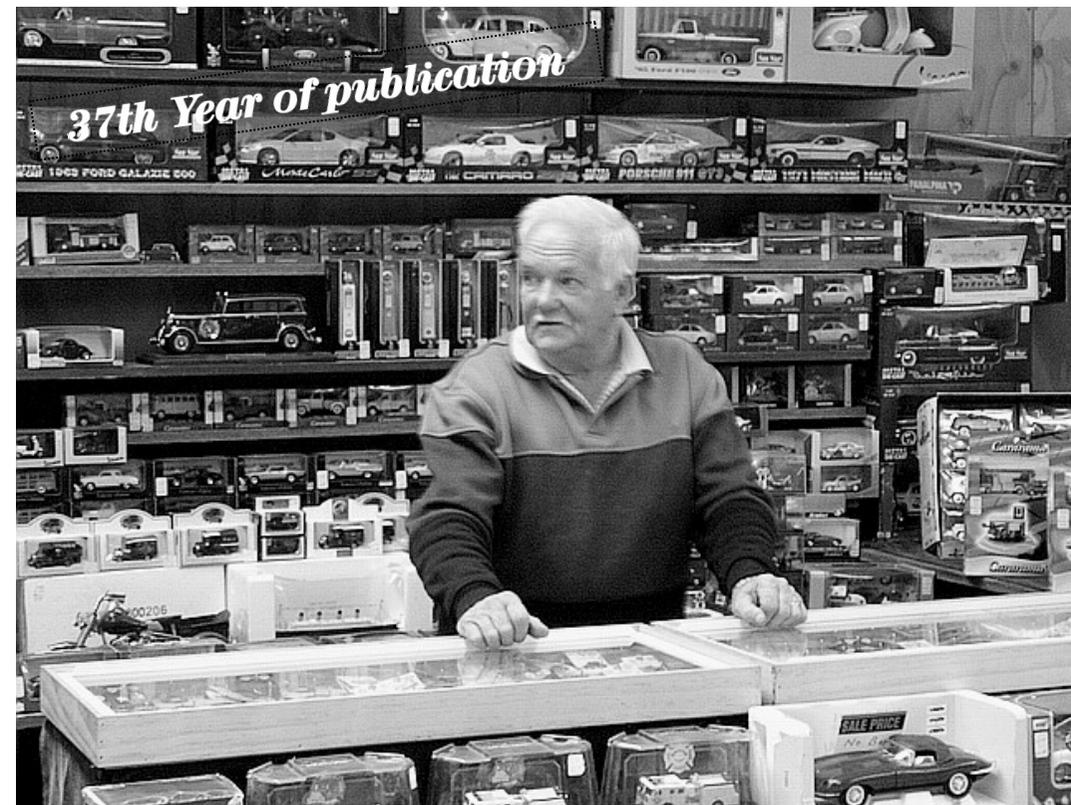


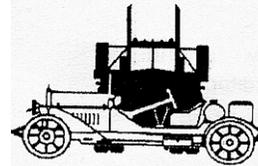
# MINIATURE AUTO

June-July  
2006  
Issue 222

A publication for and by collectors and builders of model vehicles



*"Are you being served?" Eric Brockie in his element!*



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

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**DEADLINE FOR MA 223 - 31ST JULY, 2006**

# FROM THE PRESIDENT

Greetings to all Members.....

**Have you ever** met someone, and after spending some time with them, have come away thinking – What an absolutely wonderful person that is, or I wish I could have spent more time with them?? Well, I had that experience just recently! I had the great privilege of meeting and enjoying the immense hospitality of fellow Club Member Horrie Parker & his very gracious wife Merle who live in Picton. As I said - what wonderful people.

I instantly took a liking to Horrie for two reasons; - Firstly, here is a true Model Car enthusiast. No sooner had we stepped through the door, we were talking models!! What a great guy!! Horrie is very knowledgeable too, as I was able to see some of his collection, and was able to talk in detail with him about various details, good and bad regarding various models too.

Secondly, Horrie is a Jaguar man, a man after my own heart. Not only does he have them in his model collection, but has a beautiful Jaguar XK8 in his garage. Like I said - what a great guy! Sadly, ill health prevents Horrie joining in club night activities, but members from the Marlborough Branch are working towards meeting with Horrie at some stage soon.

Talking of Marlborough – Had the opportunity to meet Club Members there too. What a great bunch! Like the rest of us, this is a group of people, from various backgrounds, who just want to enjoy the model collecting hobby together! Sounds like a great reason to have a Branch there to me!! Keep up the good work guys (and Girls!).

Yours in Modelling

*Shayne Spicer*



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## EDITORIAL:

WINTER draws on ~ and you probably need them, especially in the South. Yes I know it should be 'drawers' but it would ruin the joke.

Actually I can't help thinking of one of the tips we had some time ago about dismantling old kits by putting them in the freezer and wondered if the same effect was achieved by the 'big freeze' for those kit fans down South. All the models would fall apart!? I don't think so...

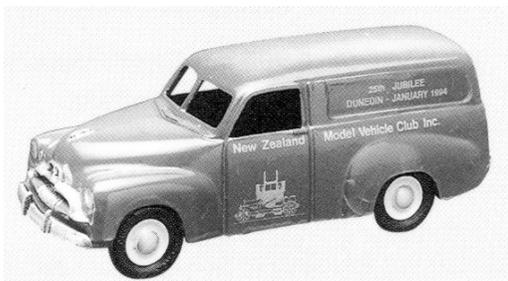
Another thing the snow bought to mind was a piece in the Meccano Magazine years ago where the 'Toyman' suggested using salt to simulate snow in your model layout. Good idea for the company turnover. I was silly enough to try it and, hey presto, instant rust! The salt being hydroscopic helped the process along. Remember that the bases were tinplate in most of the toys at the time. I guess it didn't do the paintwork much good either. That is why mint boxed Dinky Toys are so expensive now!

There are many clubs around the world for collectors, but I think we are the only one that caters for both collectors and constructors of model vehicles. It is interesting to see other clubs newsletters as well. Those who read Model Auto Review (UK) will be aware that many model and toy collecting clubs from around the world send their newsletters to the magazine. Miniature Auto is one of them. The Cape Model Collector (Cape Model & Toy Club, South Africa) is another newsletter that appears regularly in MAR. (I also swap newsletters with them). It is interesting to see how similar the club like CM&TC is to ours, except it is only run on a local basis (logically as it is such a vast country).

That brings me to the point I want to make. I recently picked up a copy of the model railway magazine 'The Coupler' which is 'Official Journal of the New Zealand Association of Model Railway Clubs Inc.' I know we can't match the numbers that are into model railways, but the idea of having an overall association is attractive. I know there are other collectors clubs around the country which we have no contact with. Some actually grew out of our Club and others have formed spontaneously. That would mean our current branches would become autonomous (which they are now for all practical purposes) and the National AGM would become a National Convention.

Happy modelling ~ and collecting,

Sorry MA is late (again!). Was waiting for your contribution!



## BRANCH NEWS:



**THE APRIL MEETING** Held at Alan Graves' Gore address on the 19th. The local climate turning on an evening which was uncannily warm, right through until 10.30 - 11.00 at night at the least, the January summer we didn't have coming in mid-April! A small member turnout, but a useful club evening with aspects of the competitions being covered, and for people who stayed well on afterwards, a pleasant catch-up with Mac Scott, who wasn't able to be with us earlier in the night due to another meeting.

Nothing has yet been definitely resolved with May competition judges, and Roger Larsen is to be approached for his views and any information he may have;

General discussion re the competition classes, such as an addition to diecast, 'Any Personalised Signature', and the need to see that Kitsets get some protection, with the number of entrants lower now than in the past. Resolved to pass on any ideas, of new classes to the Competition Organiser. I feel most people believe there already are enough classes in total, and if one is to be added, somewhere another one has to be deleted. Trends, and Class popularity, come and go, and it is true that at least one of the newly-created classes was a big success. It was felt that the Kitset classes should not be touched.

Just deviating from the meeting for a moment and touching on Kitsets ~ I have dealt for years with a UK company which specialises in these and has always been scornful of diecasts in any shape or form, referring to them as toys. It therefore came as a shock to find they were quietly getting 1/43rd diecasts into their catalogue, and then getting into more expensive and very high quality 1/18ths as well. I wrote to them to ask what was going on, and include their reply here:

*"We have been selling some of the diecast ranges for a while now. The kit industry originally grew up 30 odd years ago from collectors wanting subjects that were not available from the mainstream toy makers like Corgi, Dinky, etc. With modern technology, it is now much cheaper for the big players to master and produce models in relatively small numbers, and we appear to have come full circle. WE would much rather be selling just kits and hand built, but at the end of the day we have to trade at a profit. Unlike many of the so-called dealers who have appeared over the past few years thanks to the Internet, we have full-time premises and permanent staff to support."*

I found this an interesting comment from someone actually within the model industry. Times change and technology changes. There is still a huge market overseas for kitsets, and I personally have changed from diecast-collector to kitset-builder, for the models I cannot otherwise get. However, I might add (as if to emphasise the company's quote above), no sooner had I waded most of the way through two different models than I found they were available (or soon to be available) as good quality diecasts, from two differing companies).

Back to the meeting....

Continuing with the matter of turntables for display purposes which was brought up last month, The Auto Centre in Tweed Street and Roger Laird in Gore can both provide these, as well as GWD in town, all from the same manufacturer. I haven't been able to follow up on any details of these as I have been on holiday. I know some members already have purchased some, but for anyone who has not but is interested, they should contact Russell Corbett. They come in three different sizes, viz. 200mm diameter, 255mm and 310mm, and come in a black or silver finish. The larger ones are also available in mirror finish, and can be either AC or DC powered as I understand.

Thanks are due to Isaac Anderson, who unbeknown to me sold most of the last lot of raffle tickets, seemingly without any bother at all. Even after briefly speaking with him, I still don't know how he managed this, but appropriately, one of his mates won. So, thanks are due there, Isaac.

Competition winners from the Gore night (themeanything `White`):

*Kitset:*

1st WW2 White half-track, **Fred**

*Small readybuilts:*

1st Peter Brock Holden, **Alan**

2nd 1959 Cadillac, **Russell**

3rd Bedford van 'Kellogg's', **Paul**

*Large readybuilts:*

1st 1957 Cadillac, **Russell**

2nd '64 Mustang Indy Pace Car, **Paul**

3rd Holden Commodore, **Alan**

## MAY COMPETITIONS

Held Room 3, UFS, 20th May, and a good day out was enjoyed by everyone as far as I could tell, a smaller room and a really mild day outside making the UFS a much more pleasant place to be. The size of the room also holding another advantage, making the entries seem quite large, whether they actually were or not.

Thanks due to everyone who pitched in with organising this, from the club members and their wives who did so prior to the day in question, to those who were there from first to last on the day itself. I really don't want to get into the quicksand of naming individuals, a lot of members did things in different capacities, and there is the old danger lurking of naming people and missing others out. The obvious exceptions are Gary Petersen and Brian Kelly, who seemed to quite enjoy their time being along and judging, and they were thanked at the time, and later more formally by card.

The competitions always hold a number of benefits, not the least of being spurred into action to do something positive with stuff which has been lying about incomplete or undisplayed for months. Just listening to the judge(s) afterwards and finding what exactly they look for is a learning experience. Seeing larger scale models gives people like myself an indication of what the larger models actually look like in the flesh, and the possibility of moving in that direction yourself with any future buys. The larger models also seem to me to present better in a bigger room specifically set aside for display as we had, I feel they are harder to appreciate viewed up close and tight together. You can get thoughts on painting ideas, different car theme ideas to your own, even display ideas on your own entries when you have the chance to see them at more of a distance, and at different angles. A feature seemed to be that most entries were cars, not so many trucks, tanks etc, and even fewer planes and boats, which is curious. Another oddity was when viewing pictures taken with Owen's camera, why is it the models seem even better that

way even when they are right in front of you in real life? I don't really understand why two dimensions should appear better than three. It is to be hoped Owen can connect his camera up to someone's TV and show us all what he took.

I don't currently have the full list of competition place getters, so it can't be included with this Newsletter and may have to be distributed separately.

## MAY MEETING

Held at Russell and Marie Corbett's Otataru address on Wednesday 17th May.. Most discussion centred around the competitions in three days

A lengthy discussion on the way forward with Owen's suggested new certificates. The value of having just one certificate for all; and 1s', 2nd and 3rd stamps made up comes to \$75 approx

All the competition class changes which have been made listed by Russell

Suggested that any invited guests be welcomed along to the competitions

Gary Petersen has agreed to help out with the judging

Further information on where the display turntables made by purchased, approx. prices etc.

Competition results from the evening:

*Kitset:*

1st Chev SS Ute, **Brett**

2nd Alfa Romeo, **Owen**

3rd Stutz, **Fred**

**Readybuilt, small:**

1st Bugatti, **Graeme**

2nd '58 Edsel Citation, **Roger**

3rd Toyota Rav 4, **David**

**Readybuilt, large:**

1st XY Falcon, **Barry**

2nd Mercedes Benz 770K, **Russell**

3rd 1956 Chev, **Roger**

*John Macgregor*

*From the Southland Newsletter.*

## OTAGO:

**MODEL EXPO 2006** was held during the end of May and the beginning of June. It was a very successful display with a great variety of models on show and a good turnout of members of the public to view.

Several enquiries were made about Club membership with one already joining our membership.

These displays are successful in the main because the members who do attend and help with the setting up, manning the displays while the exhibition is open and then helping to pack up afterwards. In particular thanks must go to **Shayne Spicer, Graham Patterson, Howard Brockie, Edward Van Aalst, Bevan Wilson, Graeme O'Brien, Keith McLeod, Mike Kelly, Michael Henry and Paul Drummond.**

Thanks must also go to the businesses that supported us Radio Dunedin, Clint's Motor Company, Highly Collectible, Hillside Books & Exchange, Roslyn Book & Toy Centre, Offen's Books & Toys, Models 4U, Cooke Howlison Toyota and Zodiac Antiques.

Without the support of the business people and the members these displays would not be possible.

Almost 1400 models were on display with the bulk of them being FORD & HOLDEN models of all types.

*Eric Brockie*

## LETTERS:

Dear Ron,

**Apropos** the Part 5 article on Micro Models in *MA221*. The query re: the International Hook Trucks and relevance of the legend 'Parks 24 Hour Towing' on page 15. I would presume this was meant to be a likeness of a vehicle operated by the well known towing and recovery business operated by the Christchurch firm known as 'Parks'.

They had several recovery vehicles and I believe they operated one of the first Hydra-deck type trucks I had seen. Their trucks were always part of the Wigram motor racing scene, which event they appeared to have supported in an official capacity. I think they may have favoured Bedfords, but then, my memory is fading a bit!

*Normal Masters.*

Hi Ron

**MA of April-May** is just here the photos within look great, I think in some ways they make the magazine

In the Feb-Mar *MA*, Lee Tracey wrote on the Nuremburg Toy Fair, and in passing mentioned the prices of one particular make of models (German, but made in China) had increased. On checking within NZ, I found they had gone up, and by a big amount 1/18th cars that previously retailed for approx \$300 now seem to be \$400 plus, an increase of 1/3 on the base retail price.

Some of the cars seem to be nearer \$450, others \$500. I find I have to stop and think hard at those figures, those models are really out of my reach, whatever the quality. I wondered if the cause was actually due to increased labour costs, or some other internal factor within China. I passed the question on to a friend who lives and works there, and this was his reply.....

"The increasing model car price dilemma I think would be more a function of a rising Chinese currency than labour cost. If they are manufactured in China then their costs are all in the local currency (RMB) which slowly but surely is being allowed to appreciate against the US\$. It has been for about the last year, and will continue to do so. We should also not forget that raw material prices have risen here and will continue to surge (look at oil), the Chinese have zero control over this and have to pay market prices just like everyone else.

Notwithstanding, costs in China ARE going up, including labour, and especially skilled labour."

*John Macgregor*

*Thanks John. The price of zinc has doubled in the last year, and of course there is a lot more metal in a 1/18 model than other smaller scales. Don't forget our falling Dollar also has an effect.*

**RLF**

Dear Ron,

Australian Diecast Collectors Convention  
Join fellow collectors at the  
Pacific International Suites, Parramatta.

Trading  
Swapmeet  
Meal Events  
Sales Room  
Competitions  
Charity Auction.

General Admission free. Register for \$80 to receive your goodie bag & special privileges. Limited edition models to be released for the event. 2pm Thursday - 4pm Sunday. Contact; Geoff Sherriff: 0417 647 649 [lise-lo@optusnet.com.au](mailto:lise-lo@optusnet.com.au)

Scheduled for Thursday, 3 August to Sunday, 6 August 2006 and to be held at the Pacific International Suites in Parramatta NSW, the convention is open to 950 applicants who will set up trading rooms in their hotel suite over the course of 4 days. The theme of the convention is Australian cars and the organisers request the merchandise sold is predominantly Australian.

The event will include a custom model competition, a Variety Club charity auction on the Saturday and culminate with an all day swapmeet spilling out of the hotel ballroom into the main foyer on the Sunday. Aside from the trading, there is a strong social aspect and a chance to mix with fellow enthusiasts at a champagne breakfast, poolside BBQ lunch and pizza night.



"Go Otago" competition entrant

There also promises to me a number of special convention models available with Classic Carlectables agreeing to produce a 1:18 model and three 1:43 models which will only be made available to registered convention attendees. There will also be a special limited edition model for the convention manufactured by "Johnny Lightning", the first time they have produced a model specifically for the Australian market. Biante were also thought to have committed to special models for the convention, but were then rumoured to have pulled out after being unable to guarantee the models would arrive in time (I'm happy to be corrected here by somebody who knows the facts).

While the general public is invited to attend, you will need to be a registered ticket holder if you wish to attend any of the special functions or obtain the special convention models.

Info found on the Biante models Forum  
<http://forums.biante.com.au/showthread.php?t=7857>

Cheers,

*Lee Tracey*

PHOTO MISCELLANY, "GO OTAGO"  
Photos by Shayne Spicer and Howard Brockie



# AUCTION FEVER!

## RONBLING ON

The TV programme 'Auction House' on TV1 has proved very popular with it hitting #1 with the viewers. It was a bit upsetting when the 'toy collectors' were shown to be somewhat eccentric. Does the general public really think this or is it a bit of TV-hype? I prefer to consider myself a model collector (is there a difference?).

Anyhow, that is not the point of this article. Recently there was a toy auction at the now famous Dunbar Sloane's. The catalogue ran to nearly 1600 lots and it was held over two days. It is interesting to see that it was billed as 'Two Day Train and Toy Auction'. Are trains not toys? Looking at some of the items, I'd say many were. The same 'distinction' is made at a local model shop where it boasts it sells 'Models and Trains'.

Almost half the offerings were of model and toy trains, followed by dolls, tinsplate, plastic and finally diecasts. It was good that the compilers put a start time for the diecasts as it saves having to sit through the 'other' lots. It was a slightly later start than the timetabled one, but things did move pretty rapidly.

There was a notable drop in the number of Matchbox Yesteryear entries, although it is not surprising considering the low price they have fetched in previous sales. Perhaps there was a slight increase, but as I did not note the 'realised' prices for them; it is hard to say. What did get things rolling were a group of Major Pack and Kingsized models with some jaw dropping prices being achieved. The jaw dropped even further when the Dinky Toys went under the hammer. Gone are they days when 'we' could pick them up at reasonable prices. What is a pity is that they all went to the same few buyers and no doubt they will be returned to their country of origin....

What did strike me was the difference between what prices have been achieved on eBay or Trade Me and the live auction (much higher for the latter). Was it auction fever? The main difference between Internet auctions and the 'bums on seats' variety is that all is immediate and you really have to keep your wits about you. In some ways it is easier as you can keep an eye on your competition and make judgements as to when they are likely to give up. With Internet sales, the time is the cut off point. Trade Me is better than eBay at this point as they extend the time for bidding if there are several people making offers at the close time.

That is my biggest dislike of Internet sales is the 'time cut off' factor. I know some live auctions are run this way, but they are not popular. Because you are bidding world-wide (with eBay); you never know who you are up against and who you may finally be dealing with should you 'win' the item. We are at a disadvantage in NZ being out of sync with the main selling areas and many sales end in the very early morning. I'm not that fanatical to get up at 2am to keep an eye on the bidding. I know a lot of people like to wait until the last few minutes and then bid; thus trouncing any existing bids by putting in a huge bid knowing that the final price will only be a few Dollars over the existing top bid, thanks to the proxy bidding system. 'The Lurkers' as I call them (gazumpers if you like). That is a major problem with eBay and the like. It would be fairer if they stopped proxy bidding for the last 10 minutes, say. I have lost quite a few Lots by only the minimum step of the proxy (usually a \$1). The Lurkers would have to put in honest bids.

My policy is to decide what the item is worth to me and make my bid accordingly and if I get outbid, too bad. I have been pretty successful even so.

Once the lot has been 'won' then the fun can really begin! The sellers are given feedback ratings by buyers, but this is not really helpful for you are almost forced to give a positive feedback even though you may not want to. One time I posted a 'Neutral' feedback as the item did not arrive and that ended up as a non-positive for the seller even though I did not mean it that way as I had many dealings before and after the fated deal (he did replace the lost item with a similar one). The only other option is not to post a feedback at all, which is OK for the seller, but does not help other buyers as it does not show on their scoreboard.

Most of my purchases are paid for by intermediaries such as Pay Pal, but some sellers refuse to take this form of payment. This can lead to long drawn-out negotiations and trips to the bank for either an international draft or direct transfer (avoid cash as it can easily be 'lost' and the Post Office does not allow cash to be sent through the post, which is a reversal of their former policy.). Besides, their 'Registration' only tracks the item within New Zealand which is of little help. They do have a service but it is very expensive. Even normal posting without Registration/Insurance is covered up to \$200 (I think) with proof of postage. Naturally I avoid such transactions as much as possible. I got caught recently where I thought the seller took Pay Pal (they had the logo on the sales page), but only from within the U.S.A, so I had to send a cheque instead. The U.S.A and France are the worst countries to deal with. Very few sellers in France take Pay Pal and then there is the language barrier ~ but I like French Dinky, so I have to have a go anyhow! I have used an on-line translation service (Alta Vista's Babelfish), which does work, mostly!

Overall, I have added quite a few items to my collection via the Internet auctions ~

although it is difficult to explain the arrival of so many parcels! How is it that they all arrive at once?

Enough on auctions.

**iXO** has made a really good model of the Ford Anglia. Contrary to what was said in one British model magazine; I think it looks OK from all angles (careful, I'll have Carville after me...). The Van-



guards version roof is too low at the back ~ as if an elephant sat on it. Admittedly, the shape is hard to capture.

How about this version? A continental spare no less!



How about a review of your latest acquisition? There is plenty of room in *MA* and I am sure it will be more interesting than mine.

*Ron Ford*

# MICRO MODELS FOR THE FOURTH & FINAL TIME?

## PART 6 *Continued from MA221*

This is the final part of the latest chapter of the Micro Models saga. No doubt there will be many who will breathe a sigh of relief, but if things aren't written down while they are still 'fresh' then details get lost.

Since the last 'part'; I have found yet another model in the 'Coca Cola' series. I doubt if it was ever released to the market. To recap on a bit of the history of this particular Holden FJ van:- This is actually a Micromodels product from Western Australia. Pretty obvious that it was an attempt to recreate the original Micro Models but in plastic instead of mazac. It was intended to make several other models, but the project foundered ~ probably

because of the appearance of more up to date products in the Trax range. Micro Models Limited acquired the dies along with extra wheels and tyres that were used on many of the other MM Ltd issues. MM Ltd. Had a problem with the tyres as they did not possess the mould for them and the ones used for the early issues came from stock.

In the fire at Wanganui, the mould for the Holden FJ van (mazac casting) was damaged, so the acquisition of the Micromodels one was fortuitous. I had not compared the plastic version with the original before, but there are quite a few differences. The plastic version does not have as much detailing; particularly on the side. The model is slightly smaller overall with the windows being quite a bit smaller.

The Micro Models Limited version is identical

to the original Micromodel's product. The example I have, which is obviously pre-production is probably either a complete original issue (there are still plenty around



and can be found on eBay or Trade Me.) or parts to make up (some have appeared as 'kits' in the past.). The reason I suspect this is that the wheels are the ones made for Micromodels and are shallower than the 'real' ones.

MM Ltd have done some paint detailing on the grille and the 'Coca Cola' sign is tampered onto the van panels. The original issues had stickers for their signs.

This item shows the disadvantage of using plastic as the body is quite translucent.

No box with this one and of course, no Limited Edition (LE) code.

**MP501**, Holden FX utility 'MSS Security Services'

Another issue featuring the MSS Security colours and logos. This time the base

model is the Holden FX utility instead of the FE (see MA221, page 17).



It is again painted white. The logo on the door carries the MSS slogan "Our Service is Your Security" (also on the FE's door, except it does not show in the pictures in MA221). In addition to the slogan, the FX has "Alarm Response" in red lettering.

Interestingly, the LE Code is prefixed with XG, the same as the Holden FE and the code number of my example falls between the two FEs I have, so the second FE batch must have been run after the FX was issued.

LE code **XGxxx**



**MP502**, Holden FJ van "NZ Post Office"

I believe this was a run for the Post Office. The logo on the door is the same as the 'normal' issue MM404, except it is in black with a white background. "Royal Mail" is underneath this also in black with a white 'shadow'. The wheels are black instead of red and the stone guard on the rear

guard is picked out in black. LE code **XHxxx**

**MP503**, M.G.A Convertible "Golden Oldies Rugby"

This is a standard M.G.A casting. Obviously produced in conjunction with the Golden Oldies tournament held in Christchurch in 1995.

The car is painted golden yellow (of course) with red seats. There is a logo on the bonnet for 'Golden Oldies Rugby' and lettering on the door, stating "Canterbury University



Christchurch 1995"  
LE Code **XIxxx**

**MP601**, Holden FJ van "Adelaide Mega Toy Swapmeet"



The Holden FJ van has yet another outing and must be the most used casting of the lot. This time it is painted yellow with yellow wheels. The panel has the swapmeet logo on it with "Organised by Andreas Flenche" under it. The door has "Adelaide '96" in a

jaunty oval in black.

The stallholders were offered one of these models signed on the roof by the organiser plus the edition number repeated. LE code XJxxx

**MP602**, Holden FJ van “Lee and Perrins”



Yes, the FJ van again. This was available as a mail order promotional from a ‘hanger’ attached to a HP Sauce bottle featuring “The Original Collection”

The model is painted bright orange with black and white tampo printed signs and logos.

LE code XKxxx

**MP603**, Standard Vanguard estate “New Zealand Classic Car”



A bit of a disappointment, this one, as it is the same colour as the standard Standard Vanguard model (MM603), but nevertheless, quite an attractive version. As can be seen from the photo, the New Zealand Classic Car magazine logo is tampo printed on

the side. The Vanguard was available to subscribers of the magazine.

LE code XLxxx

**MP701**, Ford Customline sedan “1956 Springbok Tour”



A purely hypothetical model. I’m sure there wasn’t any such heavily emblazoned ‘sponsored’ cars running around like this in 1956!

Obviously made for the modern Rugby collectables market (Micro Models Limited were heavily into All Blacks promotional material by the time this Ford was issued). The bonnet sign in white is “1956 Springbok Tour of New Zealand” on the roof “All Blacks” and “Springboks” plus their respective logos, and on the boot, “Ford”. Of course the car is painted black with silver tampo printed side decorations. The windows are ‘glazed’.

LE code ABxxx

**MP702**, Holden FE coupe utility “Adelaide Mega Swapmeet 1997”



Another outing for the Holden FE ute. Quite a plain model with a dark grey paint job and yellow tampo printing. The lettering on each side is: “Mega Toys Swapmeet, 24-25 May Hamilton Hall Adelaide” with “Andreas Flenche’s” on the front wings (so it only reads correct on the off side of the model). Plain silver wheels.

LE code XJxxx

**MP703**, Holden FJ Special “Forrestville Swapmeet 1997”



This is the Sydney swapmeet getting into the act as it were. This version of the FJ Special is painted pale green with dark green tampo printed words and logos. The wording is simply “Forrestville Toy Fair Aug ‘97”. Wheels are pale green also with silver hubcaps.

LE code XMxxx

**MP801**, Holden FC station wagon “Adelaide Mega Swapmeet”

Yet another model for the Adelaide Mega Swapmeet. This one is painted white with red tampo printing; “Andreas Flenche’s 5th Mega Toy Swapmeet 6-7 June Adelaide. Australia’s Meca (sic) of Old Toys and Models”. Wheels are also painted silver.

As you see, this example is from a stall holder and it was one of those I found on the Internet as previously I had not heard of it. LE code XJxxx (as are all the Adelaide swapmeet Micro Models. There does not



seem to be any ‘order’ in the numbering as the last one was XJ078 and the first XJ101 plus XJ503 for the stall holder version).

**MP802**, Holden FJ panel van “Briggs & Stratton”



The final outing for the well worked Holden FJ panel van. This is one of the most attractive versions as well. It is painted cream with the Briggs and Stratton logo on the doors and side panel. The panel also has the extra wording; “Genuine Parts” and the rear door has “Use Only Genuine Briggs & Stratton Service Parts”

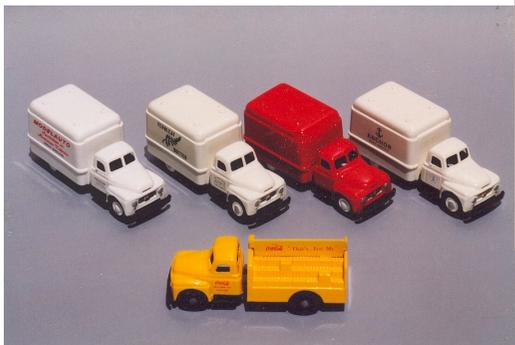
LE code XOxxx



**THE END (or is it? See over page....)**

## MORE MICRO MODELS!

Before the last series of Micro Models hit the shops: I was lucky enough to get a look at some samples.



From left to right (vans); Modelauto, Leeds UK (stockist of Micro Models in England), Fernleaf Butter, (red one I can't recall and it is not possible to see from the photo) and Anchor. The Coca Cola truck in the foreground has a different slogan on the board than the production version. Only the Anchor version made it into production. I just found a promotional booklet from Anchor that features their van which they claim 'Special collector's item, unobtainable retail.' Yes, well... Maybe it should have been included in the 'promotional' section?

Some dies were not used this time ~ Chrysler Royal, Ferguson tractor and Vickers Viscount. The Commer's die had gone missing since the Torro production and the Humber Super Snipe was last seen in Melbourne ~ well half of a mould. What about the International ambulance? That would have been a great reissue. There has been no mention of it. The same goes for the small scale Bedford S and small trailer.

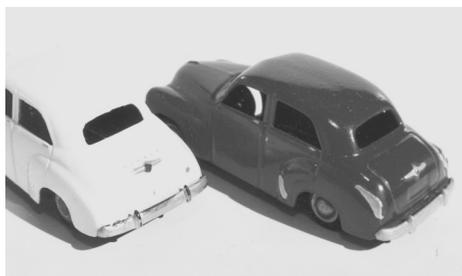
There are still some surprises, like the gold plated

Holden FX sedan, which I knew was supposed to be produced but had not seen it until now (almost a Stop Press item!)



It is a true MM Ltd issue as it has a LE code of **HF111** engraved on the base, but there is no box.

The Holden FJ Standard was also supposed to have been marketed. I managed to get a finished body in cream and I've seen a blue one. Sorry the picture is a bit washed out,



but it does show the lack of 'fins' on the cream Standard.

It is a real pity that the 'new' Micro Models did not take off, but with competition from firstly Trax, then Biante and Classic Carlectables, the 'end' was inevitable. Still they did last 6 years and they were MADE IN NEW ZEALAND when just about every other maker out-sourced to China.

*Ron Ford*

## THAT'S NEWS? - THAT'S NEWS!

The second half Corgi releases are not too inspiring. There is some hope with the Vanguard's with the introduction of two new castings ~ **Ford Cortina Mk.III** and **Hillman Avenger**. The Cortina is a brand new casting and not another revamp of the original Corgi Toy issue as was done with the short lived 'Motoring Memories' series. It has a 4 door body instead of 2 door, which is surprising as model makers tend to favour two door versions of family cars so they can appear as 'sporting'; then dress them up in rally guise. On the other hand, most police cars are 4 door and that seems to be a major thought for Corgi for already a police version is to come out. The Avenger is most welcome. It was the one that came top of a poll by Vanguard's as to what car collectors wanted modelled, and that was over two years ago.

The rest of the Corgi range seem to be concentrating on modern trucks and aviation. Also there seems to be a trend to having electrical and electronic gimmicks (remember the short lived Corgitronics?). Yet more Bond cars and endless variations of the Mini (new and old, and they have gained working lights ~ ho hum!). And there are even more Bond cars!

**Conrad** on the other hand have a much more interesting electronic system. Under their former name of Gescha, they have produced a slotless road system that allows the vehicles to travel independently either by remote control or pre-programmed. It is supposed to be 'competitively priced', whatever that means ~ compared with what?

**JOAL** of Spain are introducing a range of HO scale big rigs. Tractor units featured



Come from DAF, Scania, Volvo, Iveco,



Mercedes Benz, Scania, MAN and Renault.



Prolific though Corgi is; some of the Continental makers far outstrip their output. Of course **Minichamps** have a vast programme, but I am amazed at the quantity of model appearing under the **Norev** banner. Some examples (in a month); Renault Rodeo 4, Peugeot 207 3P, Peugeot 504 convertible and coupe, FIAT 1500 cabriolet, Renault 12TL, FIAT Uno 45, FIAT 127, Talbot Solara, Citroen C-Airlounge, Chevrolet Corvette ZO6, Peugeot 20 Cup ~ all 1/43, plus Peugeot 206 Street Racer and Peugeot 504 convertible and coupe in 1/18 scale.

Have you seen the **Rally Car Collection** part works? It offers a cheap way to get quite a good collection of 1/43 models at \$20 each for models of the quality of **iXO** (who seem to make most of them anyhow). The second one in the series was a Subaru Imprezza of the New Zealand Rally of 2003. Most modern cars in the series seem to be of the 2003 season. We seem to be at the end of the distribution chain in NZ so that is why we don't see most of the part works. **RLF**

**Wanted : Kit News!!**



*If Granddad can make the front page; then the back page belongs to Mike Brockie. Well done!!*

## **MODEL MART**

### **WANTED:**

I am after are kitsets of Russian Heavy tanks 1/35th scale, JS-1 and JS-2 both are WW 2 tanks, have tried just about everywhere else. I am wanting these to add to my collection as I am a collector of WW 1 and WW 2 tanks and military trucks and other vehicles. Thank you.

Warren Tyson, phone (03) 578 4381

### **FOR SALE or SWAP:**

Dinky Toys. Various from mint to tatty. Reasonable prices. List available from; Ron Ford, phone (04) 971 9808  
fordrdr@paradise.net.nz



*Another photo from 'Go Otago'*