

MINIATURE AUTO

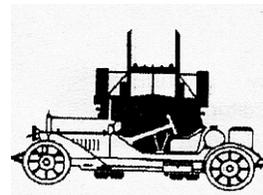
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March 2007

A publication for and by collectors and builders of model vehicles

38th Year of publication



OZLEGENDS 1/32 Ford Falcon XY GTHO



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

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ACCEPTING CONTRIBUTIONS TO MA NOW!!

FROM THE PRESIDENT

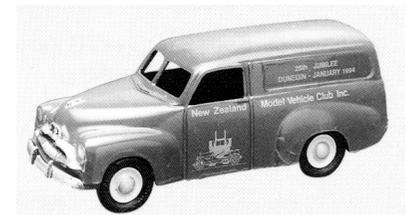
Greetings to all Members.....

Speed Humps!! Don't you just hate it when you're just ambling along at your own pace in life (usually at around 100 miles an hour); minding your own business, when out of the blue – WHAM!! – You hit a speed hump! I'm not speaking from personal experience this time (although it has happened before now), but spare a thought for our usually unflappable Club Secretary - Eric, who is currently convalescing at home after a 3 week stint in hospital!! Seems our unfortunate patient picked up an infection resulting in the swelling up of his legs to point of rendering him immobile. Yep! - You gotta hate those speed humps! Of course we all wish Eric a speedy recovery.

So you see, it wasn't all totally Ron's fault (thanks Ron for the noble gesture), but a totally random sequence of events that conspired to delay the inevitable publication of this fine journal of all things modelling.

Speaking of modelling, thanks to all who contributed to the last issue, and thanks to Maurice, for his article about dioramas. As many know, Maurice is a virtual mine of modelling tips, techniques, and ideas and I know from personal experience, he is only too willing to share his craft with any who would ask. I hope you enjoyed the other diorama article in the last issue also. If anyone would like to see any of the colour photographs used in the article please e-mail me and I would be happy to forward them to you.

Shayne Spicer



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EDITORIAL:

First of all, I would like to say a million (*not enough!*) thanks to Eric Brockie for his efforts under very trying circumstances in getting the last issue of MINIATURE AUTO out. I am sure that we were not the only organisation that missed the tireless services of Eric. We all hope that Eric will make a full and speedy recovery.

Yup, late again! I've got a good excuse this time ~ I went on holiday to Australia. That is the point; all the people on the Club Executive have lives outside the hobby and things may have to be put on hold for a while.

Back to my visit across 'the ditch'. I did not actively seek out model shops, so cannot comment on their quality or quantity. I note that many were in far flung suburbs around Brisbane/Gold Coast area. I did come across two in Cararra Markets, but was not too impressed with their stock. Very similar to a New Zealand shop. A surprise was finding a Holden shop in the Robina shopping centre. They not only had models of Holdens (naturally) but other Australian makes as well ~ all with 15% off on sale. They have a Web site at www.robinaholden.com.au.

Talking of things Australian; there is yet another brand of models of Australian cars 'OZLEGENDS'. This time to 1/32 scale, which is a surprising selection for the scale as it does not match anything else on the market except slot cars. It may be that the 1/43 market is pretty full on for Australian cars or that Signature Models (China) who make the models for 'Cheapa Toys and Gifts' make their own range of 1/32 diecast. Anyhow, it now means the serious collector of Australian models can have their models in 1/76, 1/72, 1/64, 1/55, 1/50 1/43, 1/32, 1/25, 1/24 and 1/18 scale!

Another thing that struck me in Australia was as far as 'model' cars were concerned in the public eye; the same thing were offered at all levels of the market—which meant Hot Wheels and Matchbox only. I think it is the same here and indeed the stock in the shop look exactly what we get offered. No wonder the hobby is in dire straits. Where are the attractive collectables like the Matchbox Yesteryears? Relatively cheap and easy to find. With them gone, the hobby is out of the public arena.

Happy collecting, all. Don't forget to send in YOUR contribution!

Ron



ANNUAL GENERAL MEETING NOTES:

AGM date set for Saturday May. 12th May, at the UFS Hall in Tay Street, Invercargill, (located down a short alleyway between naturally enough the UFS Pharmacy and the more visible Civic Theatre, / Town Hall, each of them in turn roughly opposite the large Pak and Save car park)

It has been proposed to hold a get together on the Friday evening from 7 pm of the home of Marie and Russell Corbett, 71 Matua Road. Otatara. Rather than make a plan of directions, out-of-towners are welcomed to phone any of the below to be given a more personal description of Russell's location

Russell Corbett	(03) 213 1331
Roger Larsen, Regional Delegate	(03) 217 7028
John MacGregor	(03) 206 6869 or 0274 639 739
Fred Hawkes	(03) 217 8456

On the Saturday itself, the Hall will be accessible from 8 am for members wanting to set up their competition models, with a break at 10am for morning tea (provided). The start time for the AGM is 10.30am, running through to 12.30, or as long as needs be. I might add all times are intended to be guidelines when related to people from outside our branch, no strict or hard and fast rule is ever going to be applied to them. Lunch can be from the AGM conclusion until 2 pm, with a discussion involving everyone just beforehand on exactly what they wish to do - do their individual thing or have some order placed with one of the local takeaways delivered to the hall itself. Judging to take place in the afternoon, and the hall being booked for us until 5 pm gives plenty of time for the results, prizes to be distributed plus packing up time etc.

For those wanting an evening meal together, they are welcome to meet at the large Workings Mans Club, again directions personally from local members here.

On the Sunday, members are welcome to visit the Fire Museum in Don Street from 10 am - 11am, with a couple of free hours after to visit local members collections if wished, lunch etc. From 1 pm till 4 pm it is proposed for everyone wishing to do so to visit haul Thompson's Car Gallery in Wyndham, just over half an hour's drive away, once again directions available from local branch members.

Further. I want to include here that the Southland Branch wish to add a special class for competition, but outside of the AGM scenario. Rules are rules and we need those, but this class is an idea which sprung up last year and we want to have it included in the Hall in some capacity without infringing AGM class rules. Obviously the class has to be distanced from the other AGM classes, probably both physically and by designation: e.g. it must be made clear to everyone that this is a Southland Branch -sponsored competition entry only and not part of the overall AGM, and whether this be done by separate display-table positioning or by change of name to a Display or Demonstration or whatever, we don't much

care, so long as we can find a way to do it. Our enthusiasm stems from the experience of introducing this class once before, and the visual attractiveness and general enjoyment if generated, successful beyond our normal expectations.

To describe, the Class itself is currently referred to as a Matching fair, viz. any 2 models of the same vehicle in differing scales, the largest of which not to exceed 1/18. Members are allowed 2 entries apiece, which amounts to 2 matching pairs, or 4 models in total. The models may be Kitset, Readybuilt or Scratchbuilt, or any combination of these within an individual pairing.

We found that this experimental class, as it was, generated a lot of interest and entries, and gave another opportunity for members who perhaps are more focussed in their collections, and perhaps less able to have such a wide variety of classes to enter, to have an additional class which applies to them. I can relate to this, I'm one such person.

Back to the AGM proper, there will be a Buy / Sell / Swap table available.

It is also proposed to send each area a Spirit of Nation folder on Southland, listing what is available to do while you are visiting down here.

John Macgregor

Southland Branch Secretary

BRANCH NEWS

OTAGO

Otago

In **November** (2006), we paid a visit to **Scott Helm's** residence to view his restored ex-Peter Woods Super Saloon Holden Commodore.

We had a good turn out of members again and **Scott** gave us a greatly detailed account of the car. Much discussion took place about the car and its restoration.

A worthwhile visit once again.

The **February** Club night was held on Tuesday the 16th of March in our usual venue at the Otago Underwater Club rooms. We had a great turn out of members for our first function of the year. A larger than normal numbers of models were on display; both entered into the competitions and for display.

Competitions for the night were for any model beginning with the letter **C** or **S** and the results were as follows:

MA226.p6

Diecast Class:

1 st	Paul Drummond	Super Car Falcon V8
2 nd	Paul Drummond	1932 Ford Coupe
3 rd	Howard Brockie	Corvette C5R

Kitset Class:

1 st	John Stanley	Double Engined Altered
2 nd =	Colin Walkinshaw	Corvette
2 nd =	John Kelly	Chevrolet Nomad 1957

The night was enjoyable and a couple of prospective members also in attendance and another new member joined on the night.

Eric Brockie

Otago Swapmeet 2007.

We did not go ahead with the swapmeet due to the lack of interest. We did have enquiries from the public about sales tables, but we felt that we did not get out our advertising early enough before Christmas and this was detrimental to the success of the event.

We have pencilled in the event to be held in March 2008 and will get the advertising out well before Christmas to gauge the interest from members and the public.

Edendale Crank-up Weekend

If you haven't been to an Edendale Crank-up weekend and have an interest in tractors and old machinery, then I can really recommended a visit.

I have had a stall there for the last two years and am amazed at the number of people who attend the show. The parades and programme for the weekend is absolutely first class in the planning and a credit to the organisers

The quantity of tractors on display is staggering. This year one of the main themes was 'Bedfords' and I would have thought there weren't as many registered Bedfords around until I saw the parade!

The next crank-up weekend is January 2008.

Steam Spectacular

This was organised by the Southland Steam Engine Club for the first time this year. I would say that it is a worthwhile visit for steam enthusiasts. The show was held in Gore for the first time this year and they hope to hold the event every second year from now on. The venue is the Gore A & P Society Show Grounds.

MA226.p7

Diecast Class:

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CARVILLE'S CAPERS

My apologies for boring you with Corgi again, but are things going awry again at Corgi? We know that there has been a change of ownership - its now a US based Corgi International, having merged with Master Replicas and Cards Inc. Do you remember what happened to Matchbox when their ownership became US based? According to Rod Ward, writing in Model Auto Review, Corgi's top two managers based in Leicester (UK) are on leave, a great deal of the 2006 inventory has been dumped on the market at considerable discounts and there have been extensive deletions from their 2007 plans shown in that big catalogue that I referred to in the last issue - over 250 deletions! Another of their recently published catalogues - "Toys, Collectables and Gifts" has also had 17 deletions made from it. I do hope that they will survive their restructuring as I quite like their models of nostalgic British vehicles - that is models of vehicles made when Britain still had a vehicle industry.

It appears that the price of models is on the increase. It is being put down to the increase in the cost of zinc - one of the metals in the alloy used to make die-cast models. It is interesting that the cause of the increase is the burgeoning demand for metals in the Chinese and Indian markets. Perhaps that is why the copper downpipes at school were recently wrenched off - even the cost of scrap metal makes theft worthwhile. But back to models. Rod Ward reckons that the zinc component in a die-cast model represents about 10% of the total cost - so even if the raw material doubled in price, the cost of the model should only increase in price by 10%. He puts price increases such as a 69% increase, or even a 100% increase as an excuse to raise prices because the manufacturers cannot sell enough product and therefore have to charge more to make the figures stand up. It is going to make it hard for the collector.

It has been fascinating to see the change that has occurred at Oxford Diecast. Yes, the one that produces hundreds of different (often non-authentic) liveries on some rather basic toy like castings. They have made a decision to make accurate 1/43rd scale models in authentic liveries, so far releasing Minis in several different versions, Minor and Anglia vans, also in several versions, and most recently Morris/Austin J2 vans. They are promising between 40 and 50 new items in 2007 including a new Bedford CA and new range of 1/76th scale models. Now their vans look to be pretty reasonable models, and some of the versions modelled, such as the ice cream vans (Walls, Lyons Maid & Tonibell) have real character. They also have a reasonable price - £6 for the small minis, £10 for standard bigger vans and up to £12 for some of the special ice cream versions. Virtually identical offerings from Corgi seem to be about 4 to 6 pounds more expensive, take longer to produce and must be an additional worry for the new owners. Good on you Oxford!

Carville Stewart

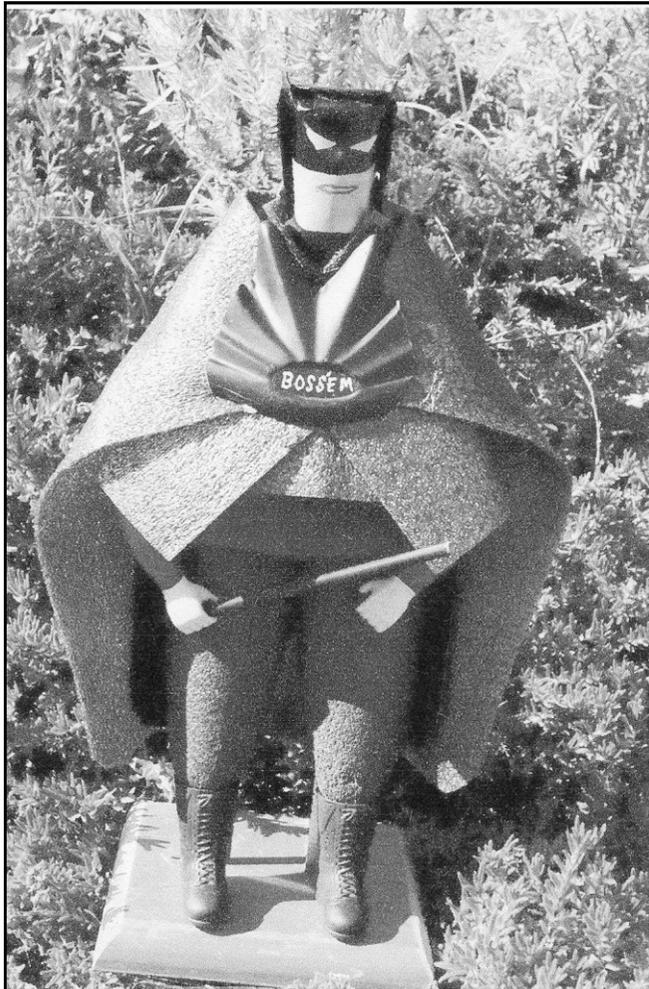
Thanks Carville. I have been asked to point out that there is/was no connection between Corgi and Oxford, (as intimated in last issue) except many of the ex-Corgi employees are now at Oxford Diecast.

MODELLING WITH MAURICE

After having said that I was having difficulty getting motivated into kit building; it changed monumentally when something different was suggested to me. Would I consider scratch-building a model figure? Wow! This was a challenge! I accepted.

In the past, I have crafted various birds out of metal hearth shovels as garden ornaments for people. The new figure was to be loosely based on Bat Man. It was not to be a scale model, but something suitable as a trophy ~ a caricature.

Once more, a hearth shovel began its transformation; this time taking on a human form!



By cutting off the handle, the shovel part represented Bat Man's cloak. I had no set plan at this stage; just choosing items at random. The handle was cut in two and after trimming with tin snips, fitted together to form the head and neck. For those reading this, I'm sure its hard to visualise, but the proof is in the pictures!

The legs were constructed from a short length of polystyrene insulation tubing and the dark colour suited nicely. Arms and boots came from a male doll.

The legs were fixed in place sandwiched between the metal shovel segment and a section of shaped aluminium secured by a small bolt. As the other parts were secured with pop-rivets through the shovel, I used a sheet of polystyrene wrap, grey in colour, to cover all. This represented Bat Man's cloak. It was secured with glue via a hot-melt glue gun

while being careful not to melt too much plastic.

A discarded bike helmet sun visor, trimmed, and made into an ideal centre cover over the cheat area. Double sided adhesive tape also contributed to securing various parts. To enhance the chest cavity, a steel wool polipad was hot glued in place.

To enable the figure to stand firm on its wooden base, two lengths of thin sheet metal strip used in the building trade were secured and partly hidden behind the legs and cloak.

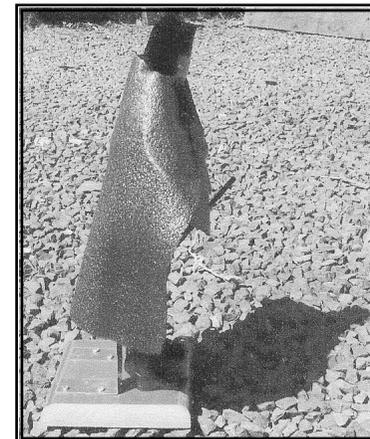
A little paint to the face just 'finished' my version of Bat Man. He stands 35cm tall. One final detail was the addition of a stick clasped in his right hand. The adopted name promotes a man of power!



Shayne Spicer appears to have built a nice diorama as described in MA225. I look forward to seeing it first hand.

I hope Eric Brockie is recovering favourably.

Maurice Boyles.



RAGS TO RICHES PART 2

Continuing on from MAR 225..

If you recall, Shayne was describing his latest diorama:



Now, I could focus on the next stage. As mentioned, I now had another car to prepare. This I did by stripping the whole thing done to the bare basics and then converted it to RHD – It is a British car after all. Now I could start painting – pretty much everything. Those who are familiar with the Bburago models will know that the interiors are pretty stark and not finished to any sort of standard at all, so I literally started painting it all from the inside out, aiming for the traditional looking leather & walnut interior that Jaguars are famous for. The seats and interior trim were painted in a semi gloss enamel to represent the red leather you would also typically find in a Jaguar. The floor was painted in a darker shade of matt red to become the carpet. The door handles and window winders were touched in with some silver paint. The wood trim on the steering wheel and dash board was done also with an enamel, but this time a full gloss was used and then I used a dip of black and some thinners to create some wood grain effect.

During this stage, I also had time to spare while watching paint dry, so was able to tackle some other stuff – multi-tasking I think it's called – but don't tell my wife! Jobs to do were obviously the painting of the exterior of the car and also the base and platform which had to be done. The platform or stage on which the car was going to sit was pretty straight forward. Again good old MDF, this time 6mm - was used. I originally thought about creating a tiled floor such as might be found in a museum or showroom or such but then settled on the carpet effect. Besides, it was cheap! Yep – good old Spotlight to the rescue. Seems they were having a sale – like they do, and this dark red velvety, velour type material was perfect, so – I did the decent thing and bought a whole half a metre of the stuff, - a bit of an investment I suppose – well what would you have done – at a staggering \$1.50 per metre? – Yep a whole .75c bought me a huge amount - in diorama terms. What followed was a simple straight forward application of spray adhesive and careful wrapping of the material around the edges of the stage and also on the floor and up the end wall of the room. Next up was the piece of mirror on the back wall. This only had to be cut carefully to size and then glued onto the surface.

MA226p.12

Now the end was in sight. The final major job was the painting and detailing of the body. This commenced like you normally would with sanding – lots of it. Because of the multiple and complex curves each sanding session took quite awhile. I started with 400 grit sandpaper and then sprayed on a couple of coats of primer. Then sanded some more. Now some colour. The blue was chosen mainly because I wanted to create a decent contrast in tones i.e. I didn't want a red car on red carpet or anything boring like that. I am also a fan of Oxford Blue – a proper Jaguar colour. This isn't an exact match as any person with normal colour vision would tell you, but is what was available from a can. Yes – a spray can! Tamiya spray can #TS15 was found at my local Hobby Shop. I do actually own an Airbrush, but to date have never had a chance to learn how to drive it or experiment with it. Maybe I'll have it sorted in time for my next diorama! – Yeah right!!

Now the routine was repeated – several times, sanding – now with 600 grit sandpaper - then a couple of coats of colour until I had a satisfactory depth of colour. In all, there are probably 6 full coats of paint in total on the car. The last job in this stage was the final cut and polish. This was done after about 4-5 days of curing time so the paint had a chance to harden up fully. The cut & polish was done with a well know car product called Paint Doctor from Repco. This was carefully rubbed in and then buffed up to bring up a startlingly good finish. I was really pleased how good it shined up.

From then on it was pretty much just assembly, detailing and accessories. Detailing of the car consisted of adding colours to tail lights and indicators, giving the grille a wash of black, and adding a few spots of silver. The other main addition was some chrome foil. This is a self adhesive film of chrome foil, where you just apply foil to part, rub gently to aid adhesion, and then trim gently with a sharp knife. Parts plated were around the windscreen & centre bar, exterior door handles and around the window openings. This was fairly straight forward to do and is way better than painting with silver paint. Thanks once again to our resident modelling guru - Maurice Boyles for his generous donation of the foil from some of the multitude of modelling supplies he has accumulated.

Then the unthinkable happened. Another car came up on Trade Me this time in British Racing Green – my next most favourite colour. Now what? I dutifully put a bid on it and this time, I owned it – for only \$25.00. Sigh!! This car now lives in my display cabinet. Sigh!!



MA226.p13

COLLECTIVE THOUGHTS - A FOLLOW UP

Now the car could be finally mounted, done in the same way as the rusty one, with a screw up from the bottom to the original mounting hole. The last two items to do were the easel with the name on it and the framed picture mounted on the wall behind the car. The easel was done very easily with just four pieces of thin modelling wood, similar to Balsa – actually another Model Railway product called Scale lumber, which was cut and glued together. The poster was simply a logo photocopied from a page of one of my Jaguar magazines and then trimmed down to size. The framed print is also actually a photocopy from out of a brochure. It had to be reduced to about 20% of its original size and then glued to a piece of fine card. The frame was then made up of Balsa wood and the whole thing glued to the wall. Back at the Barn – I took the opportunity to add a couple more bits - I tucked the radiator under the front of the car and, I found a battery that I quickly painted up and sat on the ground, and also the steering wheel, which found itself, perched on top of the timber stack. This effectively signalled the end of the project.

As can be seen by the photos, the overall result has turned out very satisfactory. Time taken – approximately 40-50 hours, but who's counting? If I had to make some changes, it would be to track down some wire wheels to rust up and leave lying around the place. If asked if there was some particular favourite part of it, I would say the tarpaulin, the stack of timber and the sheet of iron covering the engine and gearbox.

If I were asked to give a scale of difficulty from 1 to 10 it would only be a 5 or 6. The reason being is that this would be well within the capabilities of anyone who possessed some basic modelling skills. After all – this was my first diorama of this type too! There were no special tools or skills required, most materials were very readily available and the most important skills required are a willingness to experiment a little, a bit of patience and some imagination. Are you going to have a go at one? – I dare you!



Shayne Spicer



Here's a follow up to my earlier article "WHY DO YOU COLLECT" particularly in reference to the issue of exposure to "direct light".

John Macgregor wrote to me:

"A query - without being silly and without tying oneself in knots with semantics, what would you define as 'direct light'???? With the commonsense I possess I can understand that models should be kept out of direct sun ray, especially away down south here where the effects of the ozone hole are felt most keenly. But I read you as saying ALL direct light meaning there is more to damage control than just sun rays. I mean, what would you call a room that faces north, as it does here, and is lit by what I would have otherwise thought of as natural light? Sure, I keep the models out of the direct line of the sun, but is this in your opinion enough?"

I replied:

In my opinion, having experienced both Otago and Wellington lighting conditions, I would say that for models this might be OK but for packaging it is usually not sufficient - the acid based packaging and cellulose/plastic windows of most boxes will suffer from direct light (as opposed to direct sunlight)... over time they will fade and window boxes often suffer a "browning" effect. I have experienced this on models produced from the 1950s to 1990s.... so far no noticeable effect on models after 2000. I put the effect down to the harsher light we experience in NZ.

John then went on to say:

As much as I value your advice regarding light and want the models protected from UV it doesn't really help my cause at all visually. I want the models, or at least some of them, accessible, which I feel means living rooms, etc., but then, it seems, I then have the additional problem of light damage, do I not?

I have tried placing models in hallway displays, in darkened rooms, in sunnier rooms covered with black curtains - it's hopeless. Week after week goes by and I mean to look at them and do this and that to them. It doesn't happen. I feel I'm getting nothing out of them. If they have to be hidden away somewhere, doesn't this mean they approach being white elephants? I dunno. It depends on the size and setting of your house to a considerable extent perhaps. I feel there is a real problem here, and I don't know so many people who have the answer, most seem to be doing what I am currently (and unsatisfactorily) doing. I feel the keyword to displaying is the one I used above, ACCESSIBILITY, but then you immediately run into compromises with such as the light problem you highlight.

Where do you think I'm right in my thinking, and where wrong?

I agree that we all want to have the models displayed... otherwise what's the point in collecting them? I find the problem is mostly to be found in rooms exposed to exterior light, usually but not always on those sides of the house that "see" the sun. I myself have come up with a sort of compromise situation where I try to display items in cabinets that are not exposed to direct light without packaging (I store that)... I'm fortunate in that I now have a room in the

basement with no windows and a rumpus room that has only one 1.2m x.4m window.... it's enough to gently light the room (and act as a fire escape as it folds outwards if needed for a quick exit onto the drive!). Let me also say that damage to the paint on a model, usually only occurs through prolonged exposure and generally only on older models (say pre 1970). If you are displaying 1/18 scale modern models I suspect you won't have too much trouble with the paint on them ... although as always each individual may experience different outcomes depending on how they are displayed and where in the country they are. I'm currently building glass front cabinets of 100mm depth to display my smaller Matchbox, Budgie, etc, models. I've decided that I'm only going to display unboxed MB items (and so have been systematically selling off my boxed items over the last two years). Most of the other models I will take a chance on and the boxed Dinky Toys will probably end up in a cabinet with solid doors that can be opened when I want to display them (or show them off). In the meantime they remain in the storage facility along with countless others I still have stored due to lack of room.

I don't know if this quick reply helps, or even answers your concerns, but I will take up your offer to allow parts of this email to be used for a follow-up article... perhaps I'll get some other feedback. And we might get some interesting ideas on displays from other members... in the meantime I will ponder the problem a bit more and may get back to you with other thoughts on the subject if that's OK....

Conclusion:

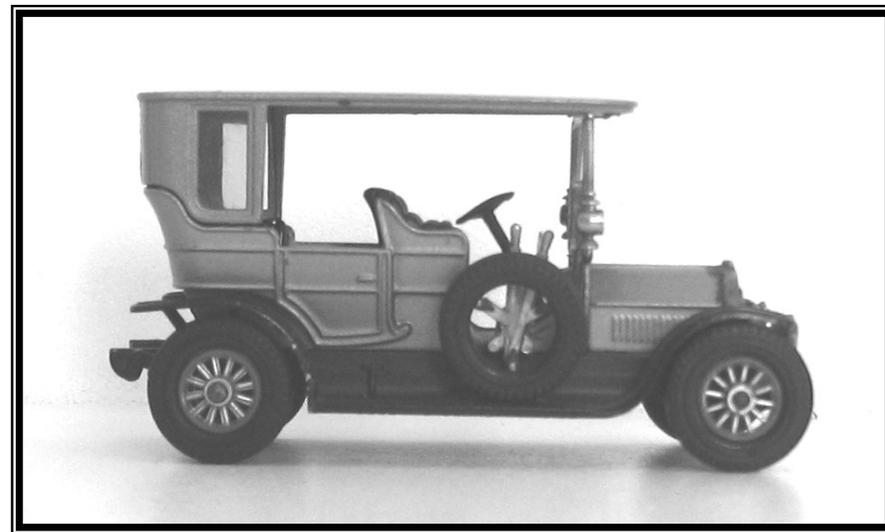
Since this correspondence I've continued with installing my new cabinets (and in the process have discovered a major crack in the exterior wall of the rumpus room that will delay the installation of the last three cabinets until such times as it is fixed and made watertight again). I really haven't come up with any alternative ideas on display and protection concepts (perhaps I don't think laterally enough!).

However I have had conversations with a couple of guys overseas, one of whom told me he had experienced box/package fading due to exposure to fluorescent cabinet lights which he used to leave switched on to light the models in the cabinets whenever he was in the room. He now only switches them on when absolutely necessary to "show off" the models. So it appears the problem may be more widespread than I first thought....

Please contribute to this discussion by either emailing me at my club address (nzmvcwgt@nzmvc.in-newzealand.com) or write to me at the address quoted in the front of the magazine.

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INTRODUCING GRAEME O'BRIEN



This matchbox model of a 1907 Peugeot was bought for Graeme O'Brien by his mother when he was 12 years old. This was the start of Graeme's model collecting hobby. Graeme's collection is varied and consists of mainly Vintage i.e Matchbox Yesteryears and classic cars, and commercials with a few other interesting pieces - such as some Police cars added in for good measure as well. Graeme has been a keen member of the Otago Branch for the past 5 years, and is a loyal supporter of every Club night, and, every display that the Branch puts on, always has some of Graeme's models in it.

Shayne Spicer

MODEL MART

For Sale: BBurago 1/18 models. All mint and boxed. Ferrari, Lamborghini etc. Sell \$50 each or nearest offer plus post and packing, or swap for mint and boxed Matchbox 1-75 or Kingsize models pre-1984-85. Phone Bevan on (03) 544 2987

For Sale: Various Dinky Toys from tatty to mint. Send for a list. Reasonable prices. Ron Ford, 52 Hillside Drive, Upper Hutt. fordrdr@paradise.net.nz (04) 971 9808.

THAT'S NEWS? - THAT'S NEWS!

Edison Geocattoli 1/43 readymade from China for Italy. Most are priced at under \$40 in New Zealand.

- 648501 USA LAV 25 Piranha 1991
- 648502 USA M3A half-track 1945
- 648503 German SDKFZ251 1941
- 648504 USA M3 motor gun carriage 1944
- 648505 USA LAV 25 Piranha 2003
- 648506 German Opel Blitz truck
- 648508 British Morris truck with gun 1941
- 648509 USA M21 armoured car 1944
- 648511 British Land Rover 110 2000
- 851321 USA Hummer command car
- 851421 German Schwimmwagen 1944
- 851521 Italian Sharana armoured car 1943
- 851621 Italian Lancia Lince 1944
- 851721 German Puma armoured car 1944
- 851921 French VAB 1998
- 851921 Russian GAZ 67B command car 1945
- 5850721 Italian Ansaldo AB41 armoured car 1941
- 5851021 Italian Lancia Ansaldo armoured car 1939
- 5851221 French Panhard EBR 8 wheeled armoured car 1963
- 5852021 USA Willys Jeep 1944
- 5852121 German Bussing NAG 231 1944
- 5852221 Italian Tractore TL37 1942
- 5852321 French Panhard 178 1942
- 5852421 French Panhard VBL 1990
- 5852521 Italian Fiat Iveco 6614 1993



Made in New Zealand!!! Would you believe not one but two kits by different makers of the ubiquitous New Zealand Motor Bodies built New Zealand Railways Road Services Bedford SB coach. Both are 1/64, the preferred scale for NZR modelling (S scale).

On Line Railway Models. kdcousins@xtra.co.nz
New Zealand Railway Road Services 32 seat Bedford SB3 coach. One piece polyurethane casting for the body and seats/chassis. Brass castings for the fittings and white metal wheels. Supplied with decals for a green and cream passenger coach or can be made as a gangers bus. Price is \$99

City Depot Models. Ian.elayne@xtra.co.nz
Body made from heat formed styrene. Interior fittings cast in pewter. Buses or coaches can be made from the alternative parts. Price \$60 each

OZLEGENDS 1/32 readymade for Australia from China.
A new series featuring Australian cars. The models have opening parts ~ bonnet, boot, doors and have poseable front wheels. Retail for about \$70 in New Zealand. See front cover.
Ford Falcon XY GTHO in assorted colours. 5000 each edition
Ford Falcon XW GTHO in assorted colours. 5000 each edition.

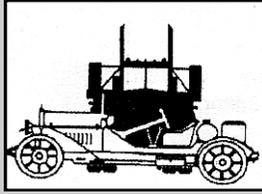


Britains—ERTL 2007

- | | | |
|----------|--------------------------------|-----------------------------------|
| Ertl: | Land Rover Freelander 1/18 | Land Rover Discovery III 1/18 |
| | Range Rover 1/18 | John Deere 8530 tractor 1/32 |
| Britains | John Deere 7930 tractor 1/32 | John Deere 4020 4wd tractor 1/32 |
| | John Deere 4020 tractor 1/32 | John Deere log skidder 1/32 |
| | John Deere sprayer 1/32 | John Deere 9880i combine 1/32 |
| | New Holland T8040 1/32 | New Holland CR980 Combine 1/32 |
| | New Holland baler 1/32 | Case-IH MX310 tractor 1/32 |
| | Case-IH baler 1/32 | Ford FW30 tractor 1/32 |
| | Ford 5000 tractor 1/32 | Massey-Ferguson 1505 tractor 1/32 |
| | Land Rover defender 1/32 | Vanderstadt seed drill 1/32 |
| | Ifor Williams horse float 1/32 | Two axle flat trailer 1/32 |

Emhar 1/24 Bedford O truck kits
From Pocketbond (makers of 1/76 Classix trucks); 1/24 scale Bedford O series trucks in long or short wheelbase. 250 parts in each kit including rubber tyres.

Have you any News? Please forward to Miniature Auto as soon as you can!
All contributions welcome....



**New Zealand
Model Vehicle
Club (Inc)**

**Notice of Annual
General Meeting.**

Southland Branch Hosts.

Saturday 12th May 2007

UFS Hall, Tay Street,

INVERCARGILL

Information from:

Russell Corbett ph (03) 213 1331

Roger Larsen ph (03) 217 7028

John Macgregor ph (03) 206 6869

Fred Hawkes (03) 217 8456