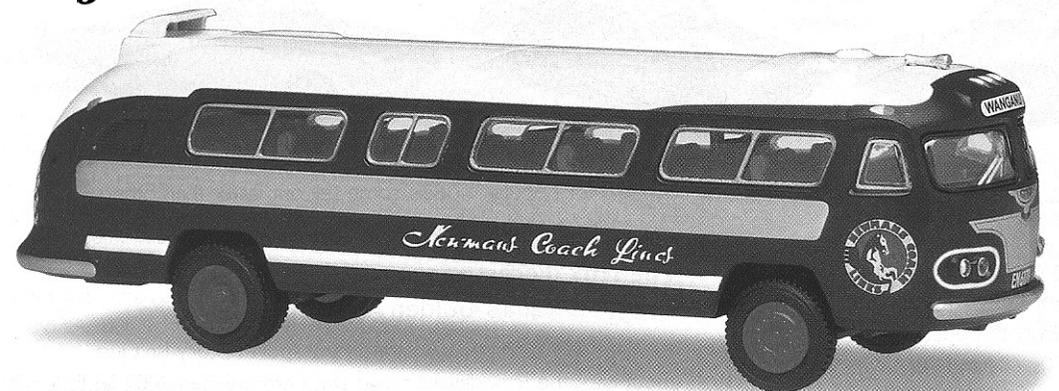


MINIATURE AUTO

Issue 230

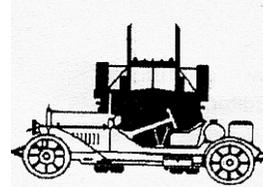
New Zealand

39th Year of publication



*TRUX 1/72 Ansair Flexible Clipper
Newmans Coach Lines*

A publication for and by collectors and builders of model vehicles



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

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The views and opinions expressed in Miniature Auto are not necessarily those held by the New Zealand Model Vehicle Club (Inc.) and the Executive and no responsibility can be accepted by the Club and/or the Executive.

ACCEPTING CONTRIBUTIONS TO MA NOW!!

FROM THE PRESIDENT

Greetings to all Members.....

Well it hardly seems fair doesn't it?? I mean in the extremely short space of one measly month, that is 30 odd days, we have partaken of Christmas day feasts and festivities, seen in a brand new year and enjoyed a holiday period of some sorts. Now only a few weeks later it feels as though we haven't ever been away. Sigh!!

I do hope though that Santa was kind to everybody and all Christmas stockings were chock-a-block with all manner of modelling paraphernalia of some sort, or that you could spend some quality time in your hobby room, indulging in your life's passion, building or painting something – and I don't mean the kitchen or bathroom!!

Thanks to all who contributed to the magazine in some way over this last year. It is always pleasing to read articles written by our own Members, and I am convinced that this is what keeps the magazine interesting and alive. Special thanks to Editor Ron as well, who journeys through the everyday routine of life and its multiple trials like all of us, always comes through with the goods. Thanks Ron.

So – it's time!! Time for my yearly rant. Yep – you know alright!! Now is the time to start thinking about two things. Please consider writing something for this magazine. It doesn't matter what, a model or kit review, something about your favourite modelling shop, an internet purchase, modeling or kit building tips or whatever!! Please, please, please - set yourself a target this year and do it. And secondly, don't forget your local Branch of the Club. They also need your support with the variety of activities, the committee work hard to provide for YOU each year. It will be appreciated.

Yours in modelling afflictions

Shayne Spicer



IN THIS ISSUE:

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EDITORIAL:

A few weeks ago I was doing a crossword. No I don't spend all my time playing with toy cars! Anyhow, one of the clues was 'amateur magazine' and the answer turned out to be FANZINE (I always use upper case letters when doing crosswords). To cross check the answer I looked it up in a dictionary and; '(noun) a magazine produced by fans of a specific interest....' (Collins Paperback English Dictionary). It isn't hard to see the derivation of the word; just a contraction of Fan and Magazine. So that is what **MINIATURE AUTO** is—a fanzine.

I suppose you have noticed that **MINIATURE AUTO** is really late. Of course the holidays have not helped nor the complete lack of copy to put in it, but also some personal happenings have intervened, but most of all, it is a lack of motivation. Perhaps I am getting stale or passed my 'sell by date'? Or is it the hobby as a whole with it's lack of enthusiasm—or am I wrong? Encourage me by inundating my desk with articles and observations. Thanks to all those who have contributed to this issue.

The AGM is in Dunedin on May 17th and 18th, so if you fancy having a go as Editor of **MINIATURE AUTO**; I am sure you can get a nomination from the floor.

There was a strange phenomenon played out recently. Trux (Trax) have produced a 1/76 model of a 1954 Ansair Flexible Clipper coach in Newmans Coach Lines finish. Great to have a New Zealand related model! BUT how many here managed to buy one? It was limited to two models per existing customer and I think 2000 were produced. Sold out! I know the two Australian versions sold out straight away, but I was surprised the Newmans one did too. Corgi seems to struggle to sell some of their 1/76 buses with editions less than 2000 world-wide. Are there that many bus fans in NZ (or Australia)? Or is it the ploy of limiting the number that can be purchased? I have already seen them on Trade Me. Of course it is the wrong scale for NZ—1/64 would be better to fit with the popular S scale used for NZR modelling. Of course all this contradicts my assertions in the second paragraph!

Happy modelling,



MA230 p4

BRANCH NEWS



January 16th Branch Meeting:

There was a discussion of the trip to Wanaka which has been 'in the air' for ages. I haven't personally been to the 'Wanaka Transport and Model' complex, but everything I hear is that it is now a huge undertaking and needs a complete day to get right around.

Another discussion was on the CanAm series in NZ.

A discussion about what direction to take with future raffles

Competition results for the night:

Ready made (small scale)

- 1st Brett's 1954 Chevrolet Bel Air
- 2nd Roger's 2005 Nissan Maxima
- 3rd Graeme's Ecurie Ecosse racing car transporter

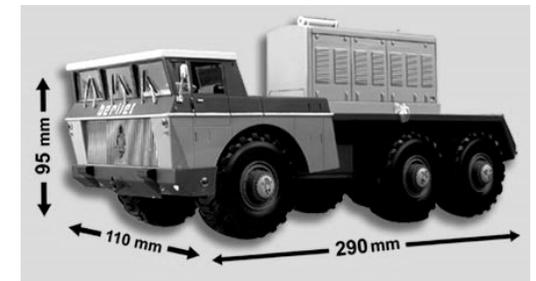
Ready made (large scale)

- 1st Barry's Fire Engine
- 2nd 1975 Ford Falcon (no owner given)
- 3rd Roger's Cadillac Coupe de Ville

Just a word of thanks to Graeme and Ashley for turning up, and contributing to the meeting by way of outlining their specific areas of model collecting ~ interesting!

John Macgregor

New 1/43 model by Norev >>>>



MA230 p5

CANAM RACING CARS IN NEW ZEALAND

In what I feel must be the worst publicised motor sport event, these cars were seen at our local track. I'm unsure if this particular class of car has ever raced in NZ before. It would therefore follow that the coup by the organisers of the annual classic car racing series in getting a number of these cars out here as a group, including no less than 4 McLarens! Must be the type of thing the word 'Sensation' was coined for. Yet it remained the devil's own job to find out anything about it all. I heard of it in a casual conversation with a member of another model club in Christchurch.

I don't have immediate access to 'The Press' newspaper and websites I have followed up have been vague as to what model cars were involved. Even after they raced in Christchurch, some of the websites have not been updated with the event.

This is a modelling newsletter and not a motorsport promo., but the above is still relevant in that some members do have CanAm models; in particular McLarens and Chapparals. When the first McLaren models were released some years ago, there was discussion in our magazine about the curiosity of no models being available for decades and then suddenly two different ones being released within the same month.

I note from a photograph in our local newspaper that at least the owners of the real cars can get the McLaren colours scheme right—something that was beyond some early model manufacturers.

You could argue the whole CanAm racing series was really quite an oddity to us in this country where we are so far from the action which also took place so long ago. Books have been about the McLaren development and continue to be, and painting and prints of the cars are very marketable. Yet I had never seen a CanAm car racing; even on a newsreel, video or whatever. Nor do I know anyone who has. The anomaly remains that even with people's lack of first hand experience of CanAm, such interest should exist at all, but it does and in the modelling world it seems to continue to grow! I realise that GPM have pulled out some of their McLaren models. I can't recall which scale, but other makers, both American and English, have promised to release new versions in different scales this year. CanAm models are also available in kit or readybuilt from England, mainly to 1/43 scale.

John Macgregor.

Extracted and abridged from the Southland Branch newsletter.

There is a write-up on the NZ CanAm races in the March 2008 issue of New Zealand Classic Car magazine. Ed.

MODELLING WITH MAURICE

2008 – What will this produce? For me, I hope to get a few models completed. But will this happen? Maybe!

For now, I am in the middle of an exciting build-up. I wanted a bad-ass pickup in my collection, so I am putting together a mean '40 Ford pickup. This will feature a partly cut away and chopped roof, rear tubs, custom chassis, shortened well sided deck and stock rear guards. As for the front end, I am still designing that.

This truck is based on a similar pickup featured in an early issue of Scale Auto Enthusiast magazine.

No I haven't begun on the late twenties racer I talked about in my last 'Modelling with Maurice' as that has been put aside for now!

What I sometimes do is make a list of proposed projects and when possible, a photo copy or picture is retained; mainly to fire up the imagination when I choose to start.

Years ago I saw an interesting hot rod feature in a car magazine. I do wish I had kept that issue! It was, as I recall, a way-out version of a Trans Am. The nearest vehicle in recent years would be a Plymouth Prowler. The Trans Am had most of the body cut away with the motor exposed. I remember thinking at the time that it was a unique piece of work and engineering. Can anyone recall this vehicle? Do you have a copy of the magazine? I'd be interested to know.

Any building tips people? I'll run through a few simple tips for the new collector/builder.

TYRES: lightly sand treads and sidewalls or paint the treaded area matt grey or tan and flour it into the tread recesses and lightly sand the surfaces. Pick out lettering with Twink

WHEELS: Clean up tab where the wheel was attached to the sprue and paint with silver if the wheels are chromed. Thin matt black paint can be flowed into the crevices of the rim to give it a deeper look.

GLUE: White glue (PVA) dries with a bit of flexibility and you can control its application far better than epoxy. Either type of glue is excellent for installing windscreens, headlights or other clear plastic parts. The glue dries clear. Plastic cement of any type will attack the clear plastic and etch and cloud it. White glue, epoxy or the super glue (ACC type of cement) can also be used to attach plated parts when you do not want to scrape away the plating to allow a plastic to plastic joint.

Maurice Boyles

TOMMY DOO!

For years there have been some slush-cast* copies of Dinky Toys turning up on the second-hand market. At first they were thought to have been made by the Auckland Munitions factory as a side-line to shot gun pellets, etc. Now it has been discovered that they were made by Tommy Doo, an expatriate Chinese importer, manufacturer and distributor.

The range was not great with two racing cars and a tractor plus some military flats including a machine gunner. An easy recognition point on these toys is the lead wheels fitted with large plastic(ish) tyres with fine tread pattern.



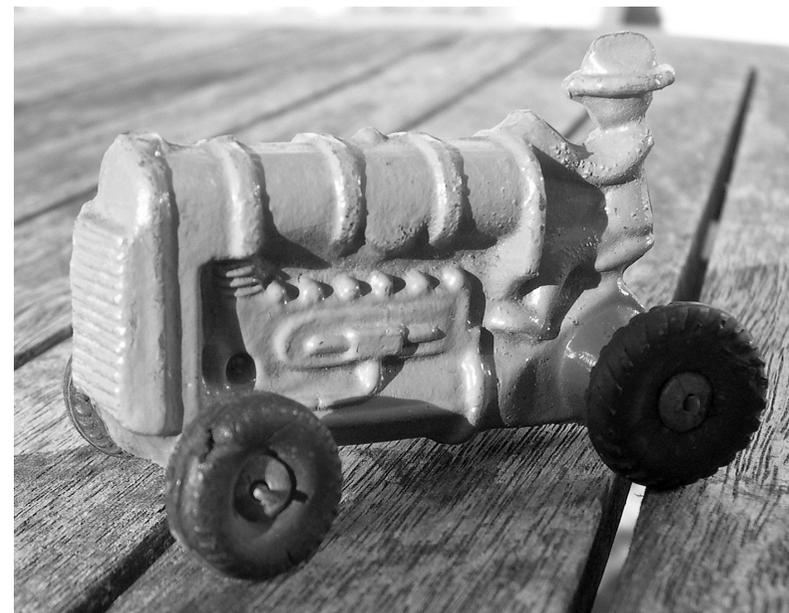
The two racers, as mentioned, are copies of Dinky Toys – 23c, Mercedes Racing Car and 23e, 'Speed of the Wind'. The tractor is 'original' and has a vague resemblance to a Fordson. There is a very similar Fun Ho! sand-cast tractor so I suppose it is a copy of that. The back tyres are even bigger than on the cars. The driver is quite a comical caricature.

*Slush-casting of lead toys was quite common in the 1940s when these toys were made. In one way, it is quite a simple technique where the mould is filled with molten lead; allowed to cool for a short time and then the excess is tipped out. The skill is to form the toy with as thin a wall as possible. Lead toys are obviously not the best thing to give to a child – not only because of the now recognised dangers of lead itself, but the toys were very heavy for their size and would sure hurt if they dropped onto a young foot!

Tommy Doo toys turn up quite regularly as there seems to be a stock of them somewhere as most of them are 'mint' (not that that means much as they were quite poorly finished!).



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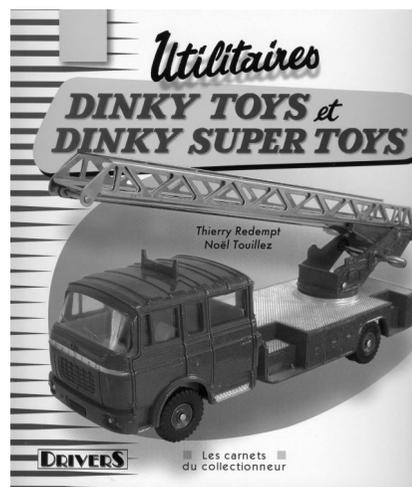
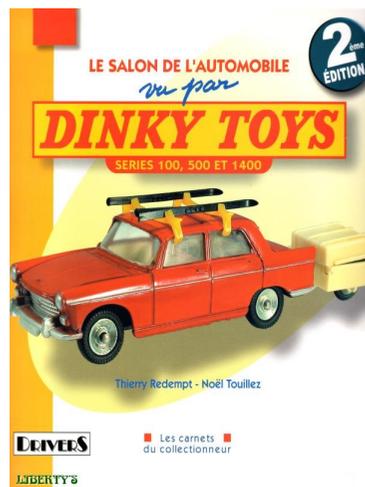


PARDON MY FRENCH!

There seems to have been a plethora of books on Dinky Toys published in France just recently.

Firstly, there is a series covering sub-ranges within the French factory's production. I would think they are privately published books as they do not have ISBN numbers. So far there have been three titles in the series

1. Le Salon de L'automobile vu par Dinky Toys Series 100, 500 et 1400 by Thierry Redempt and Noel Touillez (176 pages, soft cover 255mm x 250mm)



2. Utilitaires Dinky Toys et Dinky Supertoys by Thierry Redempt and Noel Touillez (224 pages, soft cover 255mm x 250mm)

3. Series 25 et 500 Camions – Fourgons – Camionnettes – Autocars – Autobus Dinky Toys Serie Des Militaires by Thierry Redempt and Claude Wagner (112 pages, soft cover, 255mm x 250mm)

All the text is in French with this series, except the Dinky series 100, 500 and 1400 (i.e. the French Dinky cars) which boasts 'some English' in the second edition, which is confined to the technical specifications of the toy described. However, the pictures are great! Even without knowledge of French, it is easy to get the gist of each item's description.

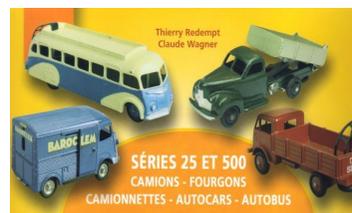
The book on the cars is well laid out and is classified into real car makes, and subdivided into country of origin. So naturally, France comes first starting with Citroen (2CV, Dyane, AMI 6, ID19, DS19, DS23, DS Presidentielle, CX Pallas) on to Matra,

Panhard, Peugeot, Renault and Simca. Then on to German cars; BMW, Borgward, Ford, Mercedes, Opel and Volkswagen. Next are English cars; Austin-Healey and Rolls Royce. Italian; Alfa Romeo, Ferrari and FIAT. Dutch (DAF), Russian (Moskvitch), Japanese (Honda) and American (De Soto, Chrysler, Chevrolet, Lincoln and Ford). Following are show cars and competition cars and accessories, catalogues and tables. It is a comprehensive coverage of all the post renumbering French Dinky cars. What is missing are all the 24 series and just about everything without windows (except for the 100 series which were stripped out 500 series).

All the photos are clear and large with most being 'life sized'. All the major variations are clearly illustrated

The Utilitaires (etc) book follows similar lines to the car one, except it isn't divided into 'nationalities'. The book reaches a bit further back in time, but still is mainly the later renumbered issues. We have Berliet (trucks, fire engines and buses), Citroen (2CV vans, HY vans, 23 & 55 trucks, LMV road sweeper, Delahaye, Mercedes-Benz, Panhard, Peugeot (vans), Renault/Saviem, Simca, Unic and Willeme. Pinder Circus Peugeot and GMC sets, Richier road roller and grader, Salev crane, Jeep crane, Caravelair caravan and covered trailer. Also the Liverpool derived Coles 20 ton crane, Muir-Hill dumper, Blaw-Knox bulldozer and Coventry-Climax fork lift – all with their French makeovers.

The last book (so far?) does cover earlier models of commercials and military. There is some repetition with the Peugeot and Citroen vans, but does include the early 25 series generic trucks that followed the English 25a to 25f but were different castings. Then the Ford and Studebakers are there and even the trailers. Buses are also covered from the first Paris bus to Chausson Autocar (coach) and finally, all the French military models are described.



I picked up my copies from eBay and they are around €35 plus about €10 post from a reputable dealer. They appear quite regularly on eBay.

I have just discovered there is another book in the series that covers the 24 series (that is pre-numbering) French Dinky Toys cars.

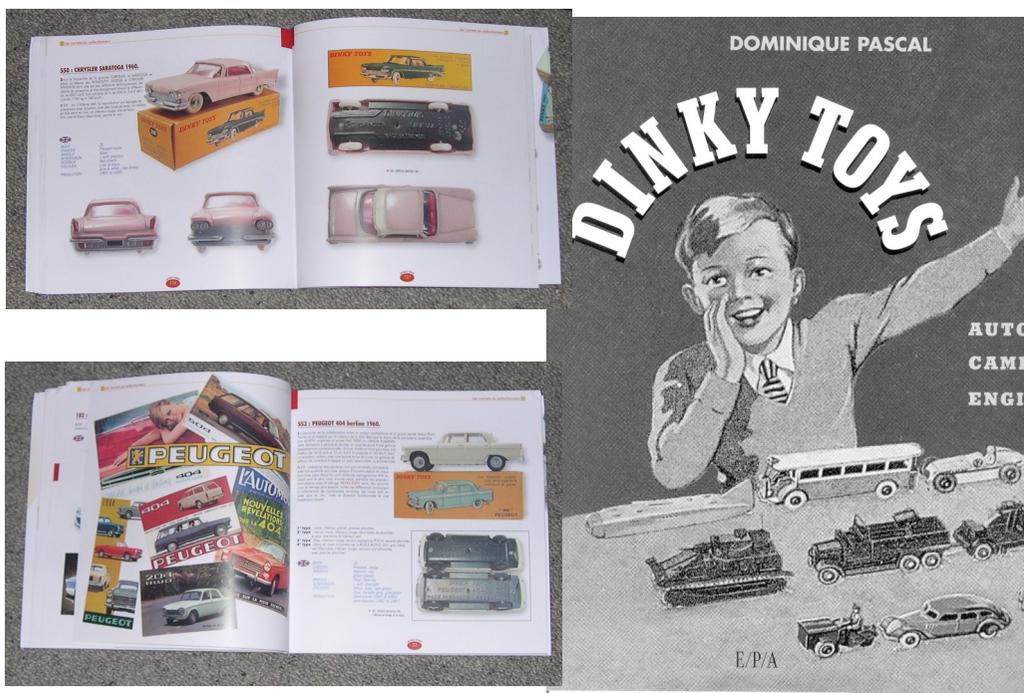
The last book is a much bigger tome with 450 pages and hard covered and measures 295mm by 250mm. It is entitled 'Dinky Toys – Autos – Camions – Engins' by Dominique Pascal. The coverage is much greater than the previous books put together as it includes the English Dinky as well.

After a short introduction which is all in French; the models are described and photographed in alphabetical order, so it goes from ABS (a military canon) to Willeme. The photos are all good and clear with many being 'life sized'. In addition, there are a few photos of the real vehicle the Dinky was modelled on. The book does not start at the very beginning of the range, but very close, and goes right through to the Solido Dinky that came out at the end. Only cars, vans, trucks and buses are covered – not planes, boats, trains or figures, etc.

In general, the coverage is good, especially with the cars with the correct attribution for the English Dinky 27f/344 Estate Car as a Plymouth for example. It does become unstuck with some of the commercials however. The Leyland Marrel Multi-bucket is lumped in with Albion – many of the Leyland Comets in with the Dodge Kew (they do have the same cab in the metal, but are different scales!), the Leyland car carrier is called a Guy, but otherwise a brave attempt and getting close to the ultimate Dinky Toy book!

Once again, this came from eBay and at a price close to the books above at just under €50 but the painful part was the €35 postage!

Ron Ford



REPRODUCTION TOYS

New Zealand's own Fun Ho! Toys still offer a comprehensive range of toys made from the original moulds (www.funhotoys.co.nz). Likewise, Micro Models Limited of Christchurch used to sell Micro Models (of course) also made from the original dies. There are many makers of reproduction toys – usually in white metal – of old ranges such as Dinky Toys, Spot On, Tootsietoys and so on. One of the most prolific in this genre is Scotty who have made most of the Italian Mercury toys, along with some original variations. PP Copy are also very active with many English and French Dinky Toys, Spot On and others.

However, the main thrust of this article is the upsurge of makers putting out modern reproductions of classic ranges such as Dinky Toys. Funnily enough, it is France that is leading the way, although, presumably, the actual toys are made in China. The toys are made to the same specifications (more or less) with pressure diecast zamak parts plus fully moulded plastic parts (as opposed to resin or vac-formed).

Norev is the main force at in this field at present. No doubt they gained experience when they reissued many of the old Norev toys as part of their resurgence. Recently, they started (re)producing old CIJ toys, both tinplate and diecast. I am not sure whether they are completely new products or made from original dies as some of CIJ (and JRD) original moulds still exist. Norev have also incorporated some other brands (such as Salza) into the range. They also have a Saviem horse box that looks suspiciously like the French Dinky (#571/2) version and I don't think CIJ actually made it originally. Nevertheless, they are making some rare models available again, and yes, they are expensive (up to £40+), but cheap compared with an original mint and boxed example. Check them out on www2.cijeuroparc.com. Also to come are Andre Citroen and JRD toys.

A great surprise from Norev in 2008 is Spot On 1/42 models. The catalogue lists 4 sports cars – M.G.A Sports Car, Austin Healey 100-Six, Jaguar XKSS and Triumph TR3 – a Rover 3 Litre sedan with front and rear lights and a Ford Thames Trader articulated sided lorry 'British Rail'. Most look very true to the original except for the Jaguar XKSS which is fitted with wire wheels. The 4 sports cars are available as a boxed set in a reproduction Spot On set box. The single models also come in reproduction boxes. Their Web site is www2.spot-on-models.com.



Apart from Norev, there is a French retailer that has commissioned copies of Dinky Toys under their own brand name of Dan-Toys. They also have some ex-Quiralu toys in their range, but as with the CIJ, the original dies still exist and were available until quite recently. They can be found on www.dan-toys.net. Use the link Manufacturers (A-M) and select Dan-Toys.

SPOT-ON scale models by NOREV

An Introduction to SPOT-ON models

In 1959 the firm of Lines Brothers, introduce their first diecast model vehicles.

The "Spot-On" models were made in 1/42 scale instead of the usual 1/43 scale, so that when they were compared to contemporary Dinky or Corgi toys, Spot-On models were larger. From the start they were fitted with windows and seats - fairly unusual at the time.

Every perfect miniature is a collector's item, and justly deserves pride of place in your collection.

In 2008, Axel and Gregory Fischer decided to revive the Spot-On range and will present classics and new models.

No. 111 A/1 FORD THAMES TRADER

One of the smartest and most modern of the commercial vehicles on the road today, the Trader is available in many body/load combinations. Can be obtained as an Articulated Prime Mover to haul a wide range of trailers.

• Length 81" •



No. 157 ROVER 3 LITRE WITH FRONT and REAR LIGHTS

An entirely new body and engine from one of England's leading manufacturers. Craftsmen built, luxuriously appointed, and superbly finished, the Rover 3 Litre represents British engineering skill at its best.

• Length 41" •



No. 104 M.G.A. SPORTS CAR

The favorite of the enthusiast who drives hard and well. Its 4-cylinder 1.489 c.c. engine develops 72 b.h.p. at 5,500 r.p.m. and in 1956 the M.G.A. took many class "F" records in the U.S.A. A specially modified car maintaining an average speed of 141.71 m.p.h. for 12 hours.

• Length 31" •



No. 105 AUSTIN HEALEY "100-SIX"

Classed as an occasional 4-seat sports tourer, this car first became available to the motorist in September 1956. Powered by a 6-cylinder 2.639 c.c. engine, giving 102 b.h.p. at 4,600 r.p.m., it has proved itself capable of prolonged high speed motoring in excess of 100 m.p.h.

• Length 31" •



No. 107 JAGUAR XKSS

The fastest sports car ever! A modified version of the "D" type so successful at Le Mans. Capable of over 170m.p.h., and fitted with disc brakes on all wheels, the XKSS represents another triumph for British engineering skill.

• Length 31" •



No. 108 TRIUMPH TR3

Still one of our best production sports cars. Over 100m.p.h., disc brakes, and good handling qualities coupled with economy, deservedly makes the T.R.3. popular with the enthusiasts.

• Length 31" •



SPORTS CARS SET
 No. 104 M.G.A. SPORTS CAR
 No. 105 AUSTIN HEALEY "100-SIX"
 No. 107 JAGUAR XKSS
 No. 108 TRIUMPH TR3

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Ron Ford

THAT'S NEWS? - THAT'S NEWS!

Oxford Diecast:

- 1/76 Ford Cortina mk.1 2 door
- Ford Cortina mk.2 2 door
- Morris Minor 1000 convertible
- Morris Minor 1000 Traveller
- MGB open
- MGTC
- MGA
- E-type Jaguar coupe
- Jaguar XK120 open
- Jaguar XK120 open
- Morris 8 Tourer open
- Ford Popular
- Fordson tractor
- Standard Vanguard phase 1
- W & E Milk Float
- Jowett Javelin
- Triumph Mayflower
- Morris Oxford (pre-Farina)
- Jaguar mk.VII
- Jaguar mk.2
- DAF Tractor unit (modern)
- 1/43 Land Rover mk.1 swb & lwb

Base Toys 1/76

- Austin A40 Farina
- Armstrong-Siddeley Whitley
- Ford Cortina mk.1 4 door
- Hillman Imp
- Riley Pathfinder
- Rover 100 P4
- Standard Vanguard phase 1
- Standard Vanguard phase 3

Classix by Pocketbond 1/76

- Morris Minor 1000 4 door
- Morris Minor 1000 convertible
- Morris Minor 1000 Countryman
- Ford Consul mk.1
- Austin A40 Dorset 2 door
- Austin A40 Devon 4 door
- Austin FX3 taxi and FL1

- NCB milk float (like Dinky)
- Jen-Tug mechanical horse (like Dinky Hindle Smart)
- Morris Minor 1000 van
- Morris Minor 1000 pick-up

Corgi

- 1/6 (!) Aston Martin DBS (or should that be DB5?) expected to retail between £1,200 and £1,500 ~ get your order in now!
- 1/144 (?) TSR2 supersonic bomber

Sun Star

- 1/12 Morris Minor 1000 Traveller
- 1/24 London Transport RT bus

E:F:E

- 1/24 London Transport RF single deck bus.
- 1/76 London Transport 2RT2 double deck bus
- 1/76 Bedford TK tipper (new style body)

TRAX

- 1/43 Hot Street Machines;
 - 1976 XC Ford Falcon GS Hardtop
 - 1976 Holden LX Torana SS
 - 1971 HQ Monaro GTS coupe—
 - Wild Orchid. Holden Precision
 - Driving Team
 - 1948-Holden 48-215 Sedan 60th Anniversary





39th Annual General Meeting

New Zealand Model Vehicle Club (Inc)

DUNEDIN

May 17th and 18th 2008.

Further details as they come to hand or
contact:

Howard Brockie,
Phone (03) 453 4013

Wanted wanted Wanted wanted Wanted wanted

Kitset News,
Diecast News.
Any Hobby News whatsoever!