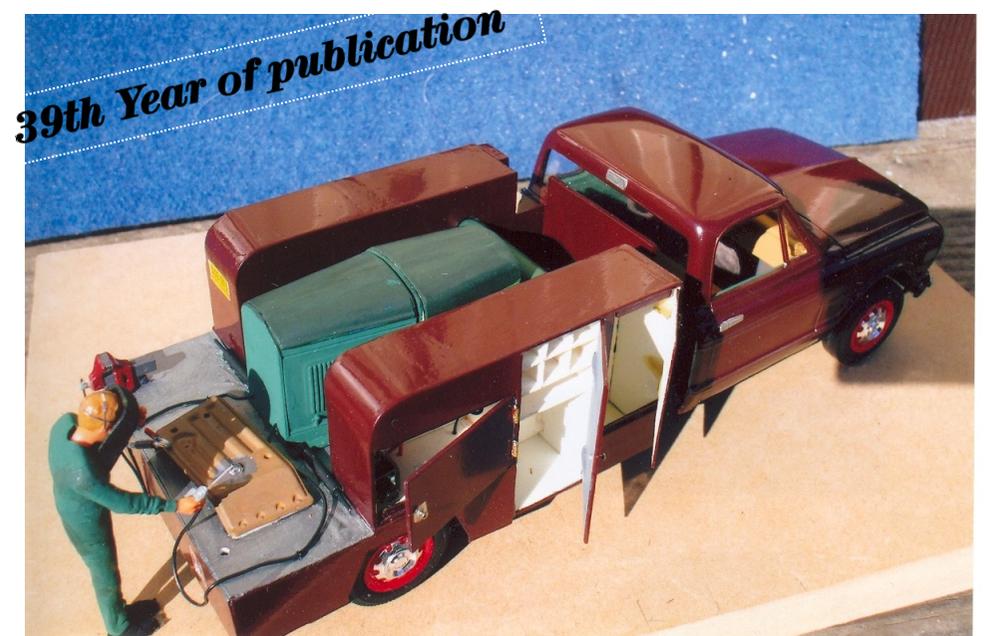


MINIATURE AUTO

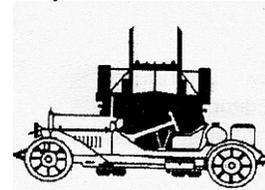
Issue 233

New Zealand



Maurice Boyle's 1972 welding truck 1/25 kit and scratch built.

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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ACCEPTING CONTRIBUTIONS TO MA NOW!!

FROM THE PRESIDENT

Let me start by apologizing to anyone if I upset them with my comments re AGM in issue 231 as that was certainly not the intention. To Ian Cousins in particular you deserve more praise than most as you certainly attend far more AGM's than I and always apologise for the odd one that you have missed. With the distances you travel you should be held up as an inspiration to other members.

Regards the 40th AGM it was presented to the AGM in Dunedin that Wellington wished to host the 2009 meeting and that was why my comments re dates were directed to the Wellington Branch. I agree fully with your comments Ian and that is why I seconded the motion saying that it should only be offered if a quorum could be guaranteed. It is now up to the National Executive to offer to Southland Branch the 2009 meeting and I would offer the same challenge to them to set a date as soon as possible to enable members like Ian the chance to book travel well ahead and get the cheapest possible rates.

On the fundraising side you will find that I often put ideas out there that might appear from outside the square but I firmly believe that as a club we need to look at things from outside the square if we are to prosper.

Just because we have done things a certain way for the last 20 years does not mean it is the best way. Times change and we need to change with them. No one can argue that Club membership is declining and if it was not for the effort that Eric puts in in Dunedin I suspect that the Otago branch would be in a similar state to Canterbury, Wellington etc and then would we have a club. Yet many other new clubs have started up and survive. Now what do they offer that we don't. Should we look at affiliating in some way with them to form some sort of body of Model Vehicle Clubs. I would hate to see us lose our identity but perhaps something similar to motorsport where lots of clubs have their own identity rules etc but all affiliate to an overall body where lots of members help provide lots of information and strength and help the hobby prosper overall.

Give some feedback and remember any club is only as strong as its members so make your views known.

Great modelling

Howard

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EDITORIAL

I wonder if you have seen the GE Money advert on TV where they claim one in four of us spend more on our hobby than we do on our families? Well, er.... Guilty? Maybe not so much up until recently when I had, as Hyacinth Bucket (that's Boukay!) would say, a super luxurious deluxe shed with hand-painted walls built. Since it was deemed that the sleep out/studio/games room/hobby room (make your choice) was habitable; the whole thing had to be insulated and have double glazing for the windows and sliding door. Due to the drainage problem (the garage which may have been a candidate for conversion, had been flooded 14 times this year alone), the shed was paced on piles and which meant under-floor insulation as well. Still, that can't be a bad thing as it will help 'preserve' the collection.

The existing 'model room' housed five sets of cabinets and these easily fitted along the back wall of the shed with room for another matching unit. A strange phenomenon has occurred with the shift—even though the models were not closely packed in the cabinets (indeed there were a few gaps), when it came time to place them in their new home (and cramming them closer together), they don't all seem to be fitting back!

In this issue, there are two reviews of the Great Little Train Show 08 held in Invercargill. There is a great affinity with model railways for most model vehicle fans ~ after all they are all 'model vehicles'. Recently, there was a similar show in Wellington (Porirua actually, although the organisers vary the venue between Wellington City, the Porirua Basin and the Hutt Valley ~ a great idea due to the topography of the area, making it difficult to travel between zones). Anyhow, it was most impressive to see the large crowds and variety of displays. Also noted were the number of parents with their young children (or in my case, grandson), so it shows what good publicity can do. I guess Thomas the Tank Engine helped. I don't think 'Cars' has had the same impact for our hobby.

Some of the attraction is nostalgia and the rest is movement and, nowadays, sound and effects such as smoke. On the model road vehicle front, there is slot cars racing which seems to have made a resurgence complete with scale cars instead of the blobs that used to be raced. What about radio controlled vehicles. The electronics and mechanisms are getting smaller ~ even down to 1/87 scale, although that was in an articulated truck. How about some articles on these fields?

All the best for the Season and holidays. Don't get too sunburnt!

Happy modelling,

AROUND THE BRANCHES

SOUTHLAND

Southland AGM Report:

The Southland Branch's AGM was held in the Kelvin Street Plunket Rooms on the night of Wednesday 15th October 2008. Highlights are:

Election of Officers:

Chairman and Delegate	Roger Larsen
Treasurer	Fred Hawkes
Secretary and Newsletter Editor	John Macgregor
Competition and Displays	Brett Dronsfield and Owen Dickson

Challenge Trophy for the most Readybuilt points	Graeme Robertson
Big Mac Trophy for the most Kitset competition points	Fred Hawkes
Hawkes Trophy for most combined points	F red Hawkes

Congratulation to those winners!

The competition for the most Readybuilt points was interesting with a stream of people in the running right to the end. Usually there is a clear-out winner. Graeme missed a lot of meetings but won a lot on the nights he did attend!

John Macgregor.

On Friday night 24th October, members met at the Great Little Train Show '08 for the purpose of putting on a display. After a kafuffle with tables and space, we finally managed to mount our display of approximately 135 models. Owen Dickson brought along his motor show diorama – all 2.6 metres of it – flashing lights and all. Those who took part include David Peipi (raffles guru), myself (gofor), Owen and Brett Dronsfield (organisers) along with Alan Graves, Barry McCorkindale and Roger Larsen.

Saturday 25th:

Damned cold and wet but by 10am it had cleared to overcast with a coolish breeze. After a short drizzly shower of rain, the sun broke through and the day turned out fine. Good for those sailing their model boats on the pond and the 'live steam' 5" gauge enthusiasts giving train rides on the outdoor circuit. Just before 4pm the crowd took off for tea and at 4:30pm. We covered up and went home ourselves.

Sunday 26th:

After heavy overnight rain, the day dawned bright and sunny with wall to wall blue sky. We uncovered our display. Brett gave me back a fully repaired model that had

got broken. Many thanks, Brett!

A lot of mums with wee ones started coming through and David swung into action with the raffle. By 2pm we had one name and address of a prospective member who collects diecast farm machinery and by 3pm we had a lot more through. 4pm pack up time and there had been a reasonable crowd through and David did a good job with the raffle. Hopefully we will get an invite to participate in the Great Little Train Show '09.

Fred Hawkes

Another observer writes:

This is an event which has drawn large numbers of the public in the past considering the size of Invercargill, and this year they were there again. Good sunny weather seems to be a factor which pulls the people along. The Model Engineers Club can put in a large number of hours planning and preparing all the multiple displays with a diversity of themes. It is mostly under cover but ultimately whether the show is a success or not hinges on the weather.

Obviously, the big railway set-ups dominated the two large halls as this is what the model engineers are about, but boating, motoring and flying segments were all there as well as diorama displays contributed by diverse outside clubs such as our own. There was area assigned for sale of model cars and trucks and quite a selection to choose from. There was generally something somewhere that will catch most peoples' eyes and the big drawcard, as evident by the numbers passing through, was that it was rightly seen by the public as a family day out.

For modellers within our club, it was a chance for those who made the effort to go along and get away from the formal monthly meeting setting, with its emphasis on club matters. Instead they were free to spend their time looking at all the models; discussing aspects of modelling or rubbing shoulders with like minded people. Pure modelling fun and no work! Given that it ran for two days plus a nights work setting up, it was strange how quickly time blew away. There was little chance of boredom! With the continuous motion of the public passing by, with some asking questions and others passing on tips on modelling; in general, time flew past. I picked up a lot of information which will be very helpful for me – for that reason alone, I am pleased I made it along. By eavesdropping on other conversations, I noticed other members picked up new ideas.

It was a very successfully run affair. The model engineers have got this really well organised. Several of them took time out to help us sort out our display area into a configuration that worked out well. Once again, as a small club, it is far better and far easier for us to join with these bigger clubs than try to do our own thing.

- Brett brought along a selection of 1/18 cars,

- Barry with earth moving equipment, 1/18 and 1/24 cars and two turntables. The turntables were eye-catching and added a bit of variety to an otherwise static display.
 - Fred with Mercedes-Benz of all eras and in all scales, plus a selection of ambulances which are relevant as he belongs to the Order of St.John.
 - Roger had 1/18 scale late 30s to late 40s American coupes and convertibles. Being American, these are big in 1/18 scale, but ideal for public displays as even at a distance; they can be appreciated and compared with the smaller ones close up at home.
- David had a selection of Chopper bikes and snappy coloured Street Rods.

All this in itself made for a good presentation from the club, even without Owen's master-piece. I really don't know how to describe this – he refers to it simply as his 'Car Show'. I don't recall seeing it fully set up before. It is basically a very, very big scratch built diorama holding fifty plus cars in different showroom and garage settings; complete with an in-scale fully functioning TV set run from a DVD player. There are lights everywhere. The whole thing is a multi-layered, multi-faceted, multi-piece diorama! I don't wish to even start thinking about how many hours that had been put into it! The base is huge – as big as some of the model railway settings, but the diorama itself breaks down nicely into sections for quick set-up or storage. It did attract a lot of onlookers. The sight and sound of the tiny TV going continuously on the ground floor level would have helped. (*OK, where are photos so we can all admire it? Ed.*)

The weekend was a worthwhile effort from our club. We could have produced even more models, but enough is enough and our complete display takes up quite a bit of floor space these days. I really enjoyed my time there. My thanks to all those who contributed and my hopes that they came away well pleased also.

John Macgregor

Another view of Maurice Boyle's intriguing welding truck (see page 8)



MODELLING WITH MAURICE

Here is a useful tool for working with plastic kitsets – a peg-board!

My version is plastic – covered with small holes at 5mm centres. The base measures 25cm x 15cm and 2.5cm deep. I added a foam board of the same dimensions below it to prevent wooden pegs from dropping out. Whilst adding detail to my welding rig, which has rotating wheels, I placed it on the peg-board. Short lengths of wooden skewers were placed around the model to secure it. The complete item may then be picked up easily.

Additional work on the 1972 welding truck (see Miniature Auto number 232):

A male figure was added to the assembly to stand at the back of the vehicle. He holds an electrode with its handle in his right hand. The welding electrode is touching the sump-guard and this gives the appearance that welding is in progress when the small LED is activated; giving off a very bright flash.

To assist the assembly of the multi-piece figure (purchased originally from Autoworld, USA), I decided a sort of a jig was needed, as the figure had to stand in with a certain position. On a piece of flat MDF board, I marked in pencil, the side elevation of the deck with the sump-guard and 'arc' are in right position. To the left of the elevation, I placed two strips of double-sided tape. This allowed me to place the legs, torso, arms and head of the 1/25 scale figure relevant to the rear deck loosely, before choosing a suitable stance. Once it looked correct, parts were glued together. I left the fore-arms and hands to last. This was so I could finish the rest of the figure by puttying all the joints and sanding for paint preparation

Further work was to anchor the welder unit to the deck. It had to be removable for access to the battery pack. I came up with the idea of a small slide bolt system. Two short lengths of plastic tube were glued to the deck up against the edge of the welder on either side. A slightly longer length of copper wire with a slight kink half-way along then slid into the tube and secured the unit. The model could now be turned upside down safely!

Two cables were fitted to the welder unit at one end. I used thin single strand copper wire covered in black tubing. These 'cables' were positioned between the welder and the object being repaired.

The Fujimi garage tools accessories set supplied the welding earth clamp and the electrode holder. An electrode was fitted to the holder in the form of a tooth brush bristle!

Maurice Boyles

MY MODEL COLLECTION

My first interest in model vehicles came about when I was about 5 years old probably because I received Matchbox Toys as Birthday presents and Xmas presents. I never seemed to lose the interest in model vehicles and the collection continued to grow with birthdays and Xmas being a certain time to see the collection grow again with further Matchbox toys. When I started to work the interest was still there and I continued to expand the collection but not only with Matchbox but also with Corgi Toys and this would have been in the late 70s.

Matchbox Toys in my collection included the 1-75 range as well as Yesteryears, Kingsize, Major Packs and other odd Matchbox releases.

Corgi Models intrigued me because of the construction models and being at work allowed me to have a bit more money to spend on what now I suppose is an obsession you might say.

Matchbox Yesteryears were available and purchased from various stores until I met up with Eric Brockie who was running Miniatures Of Transport from his home and from this source I found out about the New Zealand Model Vehicle Club Incorporated.

I joined up with the Club at that time and then found out about many more models that I had not even heard of including Joal which Eric started to get into stock. Obviously the earthmoving models in this range interested me to a large extent and although they did not have a large range they were of a reasonable quality and a very reasonable price in those days.

This would have been in the 1990s and you could say by this time I was really addicted to the hobby that so many of us enjoy today. I joined the Ravensbourne Volunteer Fire Brigade in 1991 so this extended my interest into Fire Service models so these models also feature quite prominently in my collection with about 150 models some of which are displayed in a display case at the Ravensbourne Fire Station. My collection comprises many models by other manufacturers but the bulk of the manufacturers would be MATCHBOX, CORGI, JOAL BRITAINS and SIKU.

In recent times the interest has turned to models of tractors which now seems to be extending at a great rate with some of the early Britains tractors plus tractors by Joal, Universal Hobbies, and Siku.

Also in the collection is a range of about 10 Tonka Toys most which were given to me for birthdays and the condition is still reasonable considering the amount of dirt they have moved in my parents backyard.

Model Railways also came into the collection with a train set that I purchased in my early years of working and I have continued collecting mainly

engines and a few pieces of rolling stock but the operating layout has been gone for about 15 years. My interest in model trains probably comes about from working firstly with New Zealand Railways then Trans Rail and now Kiwi Rail. This is the only employment I have had and I must be satisfied with the job having lasted 30 in it!

I also am a part time worker for the Taieri Gorge Railway which operates the tourist train up the Taieri Gorge.

I started work as a porter and am now a REMOTE CONTROL OPERATOR (In other words I drive the shunt engines around the railway yards while wandering around the yards and no one in the locomotive. See what the railways have learnt to do from remote control toys)

Although the above covers my main interests this does not stop me from buying a model that may be to my liking such as the odd tank, helicopters, pedal car models and road cars. Kitsets are amongst the collection as well as the diecast but prices tend to keep me away from the kits at this time. Kitsets in my collection include Fire Appliances, Cars, Construction Vehicles and Tanks.

Family were interested in the model collection when younger and both had collections of Matchbox Toys but now they are working their interests have changed. My wife is interested in the collection and likes to look at any new models when I bring them home but is not interested in a collection of her own.

Michael Henry.

SHAYNE'S TOYOTA 2000 GT

Continued from MA #232. Shayne was describing the AUTOart 1/18 scale Toyota 2000 GT: Read on...

The opening tailgate lifts to reveal a nicely trimmed load bay area dressed with a 'to scale' look, flocking type material. Obviously, being a 2 seater, there is no rear seat. Typically, being a '60's sports car the interior is trimmed in black vinyl with glove box and door trims highlighted again, with correctly scaled, photo etched chrome trim. The chrome trim also extends to the dash board itself, being applied to the instrument dial rings, centre console and gear lever boot retainer ring. Of course there is the dash-board itself with its wood grain inserts. On the real car, real wood was used, being easily accessed by Yamaha engineers with access to their piano making facilities. The wood was also used on the gear knob, the steering wheel and the curious ornamental piece between and behind the seats, which may be a small locker of some sort.

Turning the car over and seeing the underneath reveals more typical AUTOart detail. Clearly shown are all suspension and steering components, and also the chassis structure. This can be easily seen to be copied from the Lotus Elan being of a the single 'backbone' type structure with 'Y' legs at each end, supporting engine/gearbox units and rear axle assemblies respectively – another Japanese first, as was the fully independent rear suspension, and the four wheel disc brakes – all being clearly visible and identifiable.

Finally we can look beneath the bonnet (or hood!!) which tilts forward. Most obvious at first sighting is the brace of side-draft carburetors. These were Toyota's Mikuni's and enthusiasts will immediately see the resemblance to the Italian Weber (remember – the Japanese have always been known as the great imitators in many areas of technology and manufacturing!). The straight six DOHC engine is very well detailed, showing all plumbing, fuel hoses (with hose clamps etc.) and spark plug leads. Even small items like the oil filler & radiator caps are painted up and engine bay decals are present too, although probably written in Japanese, are too small to read.

So why was the Toyota 2000GT produced in such low numbers? Probably two reasons. Firstly, it seems Toyota never wanted full scale production in the first place, rather it wanted something to showcase to the world that it had better watch out! - Toyota was coming! This it proved by sending the 2000GT into a whole host of endurance tests and trials, setting numerous class endurance & speed records in the process and showing that this was no fragile, rose petal, Euro-box that needed cossetting and pampering lest it fall to pieces. This was borne out even further when the legendary Carrol Shelby was asked to race prepare, and thrash a couple of the cars on the race track for a couple of years. This he did, with a modicum of success too – until Toyota seeing the point proven, pulled the pin on that episode. Toyota even showed its prowess off to the Movie world by providing a couple of cars for the James Bond movie – You Only Live Twice. The only problem was that the Star – Sean Connery being so tall, couldn't fit comfortably in the car. So Toyota promptly sent in some Yamaha engineers who deftly "adapted" the cars to convertible status! – Hence the existence of the white convertible as seen in the movie, and as a model ever since.

The second reason for low production was probably expense. It is thought that Toyota lost money on every car made. This is hardly surprising considering the manufacturing process. Here was a hand built (by Yamaha) sports car utilizing never-seen-before-in-Japan – engineering & technology. This was the beginning of the Japanese super car. In fact, the 2000GT is the great-great grandfather of the present day Toyota Supra. 150hp and 140mph was pretty scary in the mid-sixties, but the public must have got a taste for it, because only a few years later the Datsun 240Z was unleashed. This was a proper production car, not as mechanically advanced and built more conventionally, and ruggedly, but yet the true Japanese sports car the world had been waiting for, and so proved to be a run away success.

As far as models go the Toyota 2000GT is fairly well catered for. I have 3 in 1:18 scale: the coupe and convertible, covered in detail here and one of two race car

versions as raced in the 1967 Fuji 24 hour, all produced by Autoart Also available is a very nice 1:24 scale version by Japanese manufacturer Ebbro as part of their Gold Premier Collection, and is also exquisitely detailed. Moving onto 1/43 scale there is a coupe version in blue by Kyosho, and a convertible version by Minichamps, both showing a nice amount of detail and correct proportions. Finally, I have a coupe of small ones – both coupes, a silver one in 1:64 scale from Konami, and a gold one in 1:72 scale from Tomica (Tomy), both Japanese companies.

I certainly don't profess to have all variations made, in fact, far from it. The more established and perhaps more "senior" collectors among us would also be aware of the original Corgi version of the James Bond convertible, with weapons etc., now becoming quite rare today. If you were fortunate enough to stumble across one nowadays you'd expect to pay around £300 for a MIB version with instruction sheet etc. I think I'll just settle for the new James Bond Collection version - just released in the part-work series, currently available at your local booksellers. In the U.S, where most production cars ended up, several of the main Plastic Model Kit manufacturers produced versions of the 2000GT during the '60's and '70's as well. So as rare as this exotic Japanese Sports Car was, it has been captured and preserved for posterity in great detail and in a variety of modelling guises, all to tempt the likes of all us poor souls afflicted with a certain unquenchable passion. Long may it continue!!

Shayne Spicer

2008



ERIC'S MUSINGS

We all get more than our fair share of junk mail or maybe you buy a product from a mail-order company and keep getting their catalogues thereafter for the rest of your life and maybe two of each if your partner both bought things from the company at different times.

I recently purchased a set of five Coca Cola trucks for the price of \$24:95 plus \$9:90 postage, to see what they were like. The quality and detail was not exceptional but they looked quite good with a reasonable finish to the models and to a Coca Cola collector, they are probably a worthwhile addition to a collection. There was no brand name on the packaging or models – only the fact that they were made with the auspices of the Coca Cola Company and all Rights Reserved. Printed on the packaging is; "Produced and Distributed by Licensing Essentials" with an Australian address. Whether they are manufacturer or distributor only, I do not know.

The models are to 1/87 scale and are listed on the box as being models of a 1937 bottle truck, open sided in green, a 1938 bottle truck, open sided in red, a 1945 tanker in yellow, a 1947 bottle truck, closed side in red and a 1963 bottle truck close sides in red and white. They are obviously meant to represent American trucks. *(I saw them being sold individually at our local supermarket – can't recall the cost, but I thought they looked too wide for their scale. Ed)*

In the same mail-order catalogue there were also listed four classic Muscle Cars – HK Monaro, VH Valiant, Ford Falcon XY GTHO and Holden Torana XUI. The Monaro and Charger are listed at 25cm and the Ford Falcon and Torana at 30cm long. No scale is given and they were priced at \$99:00 each.

Looking at the illustrations in the catalogue, they appear to be made of tin and not diecast and there does not appear to be any windows in the models so it is difficult to say whether there are any seats etc. Again looking at the photographs; the models look OK, but in tin-plate, the quality would have to be superb for \$99:00 each. Even so, I think the price would be too high when you can buy good quality diecasts such as Sun Star, Classic Carlectables and Bianta from \$90:00 upwards.

Eric Brockie

Eric did name the mail-order company, but for the sake of 'safety' it was omitted (see bottom of the Directory page) – Ed.

CLUB PHOTO MISCELLANY

Some recent South Island Displays: Well Done!



MA233 p14

WHAT AND WHY?

Recently, I found this Holden HSV 20th Anniversary set on Trade Me. It is an interesting concept, but the quality is not great. The set has 12 models from the 1988 HSV VL Group A S Walkinshaw to the 2008 HSV W427 sedan. They are to 1/64 scale approximately and made in plastic with solid windows, so no interior detail. I have no objection to plastic models, but these do not take detail very well. Indeed the moulding looks like it was made from cake icing that had not quite set. I am not sure whether the bodies are self coloured plastic or have been painted. The tampon printing is reasonable but it is quite 'flat' and dull.



The set is one of 16,000. Has anyone seen them on sale at the New Zealand Holden dealers? They were made in China for The Promotions Factory.

The set was obviously made down to a price, but GMH could have chosen a better product. Biante and Classic Carlectables produced some very good 1/64 models.

Ron Ford

MA233 p15

MODELLING WEB SITES

www.southamptonmodelcentre.com

General diecast and model railways as well as obsolete.

www.digbysmodels.co.uk

Various diecasts plus ex-Part Work specials and Chinese models of Chinese vehicles—buses, trucks and cars.

www.promotize.net

Diecast buses mainly 1/76 and other models

www.ayrey.co.uk

Wholesale diecast; mainly Continental—NZG, Schuco, etc

www.cheltenhammodelcentre.com

Web site under construction at time of checking

www.modelenium.co.uk

General diecasts and kitsets

www.tinytoycars.com

Dutch shop—mainly 1/87. Has English option

www.toyway.co.uk

All toys including diecasts and kits

www.enduringimages.co.uk

Figurines

www.devondiecast.com

General diecast with big variety

www.strettonmodels.co.uk

Model tanks and general diecasts

www.toymart.com

General diecast and obsolete

www.ryanbus.com

OO (1/76) scale buses

www.gtmodels.co.uk

Sports and Racing diecasts

www.modelcarworld.com

German site 1/87 to 1/18 Continental

Site is multi-lingual

www.jauntyjalopies.com

General diecasts and real car memorabilia.

www.models-of-distinction.co.uk

Construction and heavy vehicle models

www.henleymodels.co.uk

General diecasts—site slow to load

www.ehattons.com

www.newdiecast.co.uk

www.newfromhattons.com

www.ediecast.co.uk

These are all Web sites of Hattons of

Liverpool. Huge stock of diecasts and model railways. Some great bargains.

www.worldwiderailways.com

Unable to locate this site

www.krwmodels.co.uk

Online diecast models. Many varieties

www.jacksonsmoels.co.uk

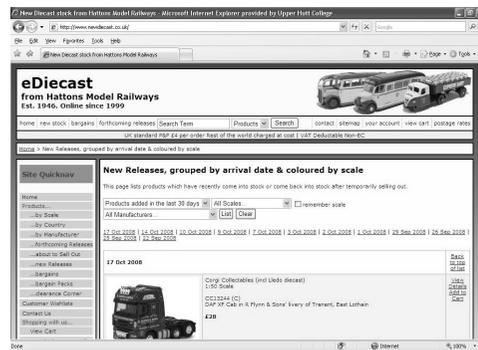
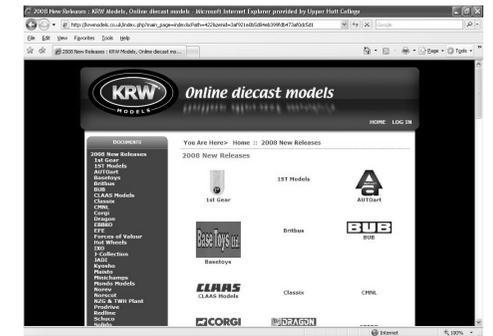
General model shop

www.allsortsmodels.com

General model shop UK based

www.smgdiecastmodels.com

Lincolnshire sports models supplier



Keith McLeod

CLUB WEB SITE CHANGES

It's a changing World

As the title indicates this article is about change. More specifically about changes that are going to happen to the Club's web site.

For about the last 10 years I have maintained and hosted, free of charge, the Club's website. It doesn't get used by the Club for much and I struggle to get copies of articles printed in the magazine to convert to html and publish on the internet. The end result has been that most of the content on the Club's website is either articles I have written or articles and photos that others have forwarded to me for preparation for the magazine. [Yes I know this sounds familiar, given the amount of discussion over Ron's difficulties recently].

I have always been prepared to take anyone's handwritten or typed contributions and their photos and apply some minor editorial skill to turn them into an article for the magazine. I have all the necessary equipment to scan photos (which are then returned to their owner), compile the article and send it off via email to Ron for running through the software package he uses to produce the magazine. I reiterate my offer to ANYONE who might want to contribute to send their short or long article to me in any form, handwritten, typed, videotaped, tape recorded or whatever and I will turn it into something that can go in the Club Magazine. If you don't have photos, I'll try to find the particular model in my own collection or at least a photo of it on the Internet.

Now down to business... the Club's website will disappear temporarily some time over the next six weeks (Sept/Oct 2008). At rather short notice I have been advised that the server I lease in the USA will no longer be available to me. I have leased a new server, from a New Zealand company, that coincidentally also physically resides in the USA and I am preparing to move all the websites I host to this new server. Naturally my business comes first so my personal sites and that of the Club are at the bottom of the priority list for reinstalling on the new server.

It is my intention to revise the entire format of the Club's website when I reinstall it. I am investigating, for another client, a system that allows registered users to log into the site and type up, in a word processor-like interface, article pages for inclusion on the site. These pages can include photos that can be uploaded over the internet link. Following the preparation of an article, it goes into a queue for editing by selected users and is then "published" to the site and made freely available to all visitors. This package also allows for comments (that can, if necessary, be removed by administrative staff) to be made on the article by anyone, thus allowing for corrections to facts or additional material related to the article to be supplied. There are also many other features that may be installed including photo galleries and forums and member-only restricted pages.

It is not intended that this revision should in any way replace or superseded the Club Magazine, as the magazine covers a lot more "Club Business" than the website should. I see the website as being a window to the world to promote the Club and the hobby. Hopefully I will get this new site up and running before Christmas but it all really depends on my time constraints and the need to ensure that my business clients are kept satisfied first.

One thing that has just struck me is that there may need to be an agreement reached by the Club Executive, that as Webmaster I have access to the names and contact details of all Club members. This would be solely for the purpose of setting each member up as an authorised and registered user of the site with the right to access the page creation pages and any member-only areas of the site.

I'd appreciate all and any feedback on this proposal, either direct to me via snail-mail or email or via the Club Magazine. Naturally I'd also appreciate copies of any articles you may have written in the past for inclusion on the new site – or wait till it goes live and you can type them in yourself!

Wish me luck - I'm going to need it!

Jan Cousins

THAT'S NEWS? - THAT'S NEWS!

Mattel Matchbox – proposed new 'French Dinky Toys':

Chevrolet Station Wagon
Citroen 2CV*
Citroen H van*
Simca Shambord
Volkswagen Beetle*
Renault Dauphine
Buick Roadmaster*
Peugeot 403
Panhard

Hornby Corgi:

Late 2008, early 2009.

Since the 'takeover', things have taken a while to sort out, so that is why there are not many brand new models for this catalogue. As yet there does not seem any change in direction, but I guess it will happen in time. Here are some of the 'new' castings:

1/48 Fokker DR.1 triplane
1/144 Vulcan
1/50 Renault Magnum Curtainside

1/50 Scania 113/143
 1/50 Iveco Strallis
 1/50 JCB 3C backhoe loader
 1/76 Crossley DD42 double deck bus
 1/43 Ford Cortina mk.III 2.0 GXL (*No idea why it is marked 'new tooling as it has been out for some time. Although the grille is different – surely it is just a modified casting?'*)
 1/43 Ford Escort mk.III
 1/76 Mini van
 1/76 Ford Escort mk.I van
 1/76 Ford Escort sedan (*Now that Corgi are associated with a model railway company, I wonder if the smaller 1/76 models will really be 1/76 and not 1/72 as they have been in the past.). Will Hornby continue with Skale Autos made by Oxford Die-Cast?'*)

Brooklin 1/43

1937 Buick Special 4-door Phaeton model 40C
 1937 Buick Special Model 47 (black)
 1939 Buick Century Model 61 4-door Sedan
 1934 Buick 4-door Phaeton Model 98C
 1937 Buick Special Convertible Model 46C
 1934 Buick Limo Model 90L
 1955 Dodge Coronet (2 tone paint)
 1966 Ford Mustang GT 350-H 'Hertz'
 1956 Pontiac Chieftain 870 4-door Station Wagon
 1954 Mercury Monterey 2 door hard-top
 1936 Hudson Terraplane Convertible
 1958 Chevrolet Yoeman 4-door Station Wagon
 1958 Buick Roadmaster 75 4-door Sedan
 1937 Oldsmobile L-37 Touring Sedan
 1959 DeSoto Fireflite 4-door Station Wagon
 1954 Studebaker Commander 2-door Coupe
 1939 Mercury Coupe Convertible

IPV and Rod 1/43 (Brooklin)

1971 Vauxhall Victor 3.3 Estate 'Kent'
 1976 Ford Cortina mk.IV 'Essex'
 1950 Humber Super Snipe 'Norfolk HQ'
 1937 Buick Special 'Texas Police'
 1955 Ford Prefect 'Pro Street'
 1936 Stout Scarab 'Surfer Wagon'
 1965 Rover P5 'Pro Street'

Lansdowne 1/43

1954 Ford Zodiac (new colour and extra detail)
 1947 Bristol 400 (black) extra detail
 1951 Triumph Mayflower (blue)
 1938 AC 16/80 Sports Roadster top down (red)
 1951 Bentley VI 'Ivo Peters'
 1948 Bedford PC van 'British Rail'
 1957 Wolseley 1500
 1958 Riley 2.6
 1965 Triumph Herald 13/60 Estate
 1937 Riley 1.5 Continental 4-door Sedan
 Bentley (model type to be decided)
 1955 Sunbeam Rapier mk.I (two tone)
 1957 Riley 1.5

Brooklin 1/43 other ranges:

1959 Chevrolet Station Wagon 'Fire Chief'
 1964 Volvo PV544 (red) extra detail
 1953 Volvo PV445 Duett (white and blue)
 1957 Volvo Amazon 120 (dark blue)
 1953 Volvo PV444 (maroon)
 1964 Volvo 164 (maroon)
 1950 Rogers 'Goose-neck lowboy' 'Steel'
 1950 Rogers 'Goose-neck lowboy' 'Train axles'
 1952 Studebaker R-5 pick-up
 1952 Studebaker R-5 pick-up 'Studebaker Service'

**Wanted: More contributions
 to MINIATURE AUTO!**