

# MINIATURE AUTO

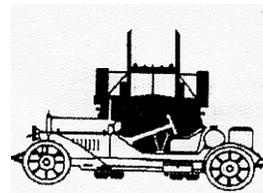
Issue 234

New Zealand

*40th Year of publication*



Classic Carlectables 1/43 Holden HSV Team Kiwi



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

Well here we are well into the year already. I have probably missed the first issue of Miniature Auto for 2009 and for that I apologise but the reason for being late has taught me a valuable lesson. Between Xmas and New Year our computer crashed in a big way and it is only now that I am getting things back to normal. It was not till I didn't have the computer that I realized just how much I now rely on it.

Stored on the computer was all my collection details and like a fool I had not backed up anything. I was dreading the worst thinking that it was start from scratch but luckily one of Leanne's friends was able to retrieve most information and just leave us to sort and rename all the files. Only ended up losing the listing of Leanne's collection which thankfully is still rather small. Still I have learnt and now everything is backed up and I advise any of you that have collections filed on computer to do the same.

Well with the worlds economy in disarray it will be interesting to see how it affects our hobby. No doubt some companies will end up disappearing and I would suspect that new model releases will slow drastically but there could also be an upside. There could well be lots of bargains start to appear as some people sell some of their collections to raise some much needed funds. With not so many people with spare cash and people looking for sales hopefully prices start to fall which can only be of benefit to all of us. I know that I will be watching Trade Me with a bit more vigour in the coming months.

The other priority will be organizing to be at the AGM which is in Invercargill this year and May 9 and 10 is not that far away. Southland always organize a great weekend so I can only encourage as many as possible of you to make the effort and enjoy a great weekend.

*Howard*



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## EDITORIAL

With the Annual General Meeting coming up in a few weeks in Invercargill (details on back page); it is hard to believe that it will be the Club's 40<sup>th</sup>. In fact, we are one of the oldest model car clubs in the world. Obviously, 'model car' isn't quite the term, as we all know that model vehicles cover all sorts of transport. However, collectively, the hobby is called model car collecting. Of course that has been the problem for the Club all along the forty years is how to define ourselves. Quite apart from collecting there is constructing (as in kit building or scratch building) and that has also been a problem for the Club of how to meld the two disparate factions.

When the Club was formed; most of the model press was dominated by slot car racing and building and the formation of the Club was a reaction to this so we collectors and constructors of static models could help each other with news and hints and so on. Over the years things have obviously changed – not the least of which is the emergence of good model magazines and of course, the Internet. Even the dreaded slot cars seem to be quite benign and now are accurate replicas and are collected in their own right – as well as raced!

Other factors that have affected the hobby over the years is the disappearance of toy shops (where many 'models' could be found) as well as most other town centre outlets with the big chain stores being left to keep the sales alive, and they don't seem that interested. Yes, I know that they can be found on the Internet, but most people would prefer to see the item in the metal as it were. Then there is the computer game revolution and so on, so it is amazing the Club has managed to weather all that and keep going, albeit on less than a full complement of cylinders!

Over the forty years many of the old names in toy/model making have disappeared and those that survived have had many different owners and of course, the actual product is made in China (or any other low waged country). It seems to me personally that when Matchbox, for instance, changed to Far East manufacture, that many people lost interest in the Yesteryear series. An example is that here in Upper Hutt, there were two main stockists of Yesteryears. I know one had standing orders for 24 new release models and the other would have had about the same. That soon dwindled to zero, which was helped along by the strange decision to sell by mail order and other machinations of the management.

Here's looking forward to the next 40 years, except I'll be 104! Still I bet Eric will still be going....

*Ron*



## BRANCH NEWS

### OTAGO

As we had swapped our usual picnic barbeque from December to November, we had a normal club night for the meeting on the 3<sup>rd</sup> December.

Competitions for the night were for a model with a Xmas theme and while we had no kitset entries, we did get a good variety of diecast entries.

Results of the competition was as follows:

- |                 |               |   |                         |
|-----------------|---------------|---|-------------------------|
| 1 <sup>st</sup> | Joshua Kelly  | ' | 51 Mercury coupe        |
| 2 <sup>nd</sup> | Shayne Spicer |   | Xmas vintage car        |
| 3 <sup>rd</sup> | Graeme Obrien |   | Father Xmas motorcycle. |

Members' choice of the models went to Maurice Boyle's 1932 Xmas tree carrier.

An enjoyable night to finish off the Otago Branch's 2008 year.

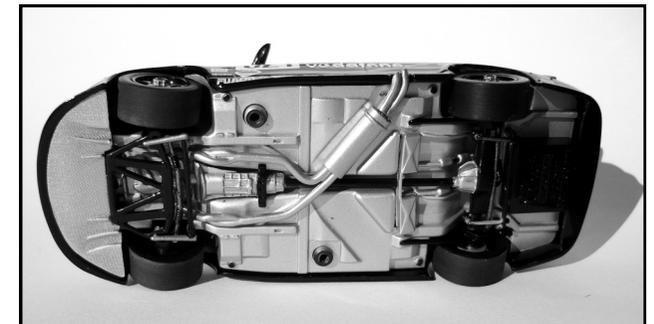
### *Eric Brockie*

During November 2008, the Otago Branch held their annual picnic and barbeque, bringing it forward in an effort to attract more members and their families. Approximately fourteen came along which was more than we had attending in the last few years, so maybe the change to November was a good idea.

The day was held at the Woodhaugh Gardens where the Club had pre-booked the barbeque facility.

A fine day along with many other groups enjoyed the fine Dunedin summer, so we all had an enjoyable day.

### *Maurice Boyles*



*Underside detail of Team Kiwi HSV Commodore*

## MY 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. This would have been in the late 1970s.

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

CORGI TOYS 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 in a display case at the Ravensbourne Fire Station. My collection comprises many models by other manufacturers but the bulk of them 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 years 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.*

Model car show diorama



# THE SHED

They say everyone should have a hobby and we all know what our one is! However, when does it become an obsession? Maybe when you spend too much on it? In my case, it isn't so much what has been spent on the hobby but the money needed to house the thing.

Up until the shed was built, the collection was housed partly in a bedroom in the house and partly in the garage. Obviously, the garage was not the best place to store model cars, especially since there was a water problem – i.e. it came through the garage at regular intervals – too regular as the drains at the school over the fence could not even cope with normal rainfall. Of course after the shed was built, the school did some work to improve the drainage.

Because of the water problem, it was decided to raise the floor and use a wood surface. The regulations for such a building are now quite severe, so because it was defined as being habitable; the walls, ceiling and floor had to be fully insulated as well as double glazing for the windows and door. That was OK as I figured the better insulation would help conserve the collection. Added to this, the floor was carpeted.

After a truck load of money; the shed (or as I prefer to call it – 'SUPER SHED') was completed and I could move my goodies in. Problem was that there wasn't enough shelf space to house the whole collection, so that involved installing more. I opted for a modular system with open shelves and not to match the existing cabinets. This gave more flexibility, but of course, it would cost another arm and a leg. I think I now have enough space, but maybe not – stay tuned as I am still sorting it out (hence one reason for the lack of MAs of late!)

The room in the centre is for a model railway – much to the delight of my grandson.

*Ron Ford*



*The foundations going in.*



*The finished SUPER SHED*



*Some of the new shelving and model railway space*

*The older cabinets—they are full!*

## MODEL CAR SHOW PHOTO MISCELLANY



Model car show dioramas



## 40TH AGM, INVERCARGILL

The 40th Anniversary NZMVC Annual General Meeting will be held in INVERCARGILL on Saturday 9th May, 2009.

After looking all around the city and at the pros and cons of everything, we have settled on the Richmond Grove hall and rooms. This is a nice, comfortable place without being over the top. It has a hall for the displays, separate room for the meeting, and an entrance way/room with nice seating for everyone to meet once they arrive. Parking goes right up to the entrance.

Easy to locate in Yarrow Street, the hall is very near to the edge of town on the Dunedin side. We have the facilities booked from 8 am till 5 pm. Visitors arriving by car from the North simply take the first street on the right as you enter Invercargill (Racecourse Road), then take the first street on the left (Yarrow Street) and drive about 8 blocks to the intersection with Margaret Street. The building is prominently marked out in pale cream and blue and is privately signposted.

We thought people might wish to start setting up until 10am, morning tea for half an hour, then on with the business till 1 pm or so, whatever time those present agree on. Resume with the competitions at, say, 2 pm till 3 or 4 pm, then pack up by 5 pm. The Invercargill Workingmen's Club seemed to get a good response 2 years ago, so that is available from 6.30 pm for drinks and dinner.

There is nothing formal planned for the Friday night or Sunday at this stage. We would welcome any members thoughts on this aspect. It was found last time the visitors, by and large, tended to do their own thing in their personal downtime. So make a Diary entry:

**NZMVC 40th AGM  
Saturday 9th May 2009  
Richmond Grove Hall  
Yarrow Street  
Invercargill**

# REPRODUCTION TOYS—AGAIN

Back in Miniature Auto #, there was an article on reproduction toys. It was noted that Norev were planning to release some copies of the Tri-Ang Spot On models of the 1960s. As yet, nothing has appeared but they do promise them for this year.

In the meantime, Atlas has published a part-work magazine on French Dinky with a different model with each issue. Unfortunately it is only available on subscription in France, which means us foreigners will have to buy them via on-line auctions or whatever. There have been plenty offered, but at quite a price, especially since the original price was €24 plus post of €3.50. On top of that, there is usually a hefty fee for post (€24), so in all, it is an expensive exercise when at time of writing, our Dollar was only worth €0.41! So 'at cost' it would mean it would be \$NZ125.

The models themselves are licensed by Mattel who own the Dinky Toy name and Norev seems to be involved somewhere in the deal. I must say that they models (toys if you prefer) seem faithful reproductions of the originals, but would not be passed off as original as they are clearly marked on the base as 'Made in China' and licensed by Mattel. There is a ring-binder folder that comes with the first model that will take the bump sheet that comes with each model. In addition, there has been some other 'give aways' such as a replica Dinky Toy Club badge and accessories such as road signs sets and petrol pump sets. I have obtained most of the models to date. Like all part-works, they don't actually say how many are in the series. I believe there was a catalogue (not the reproduction original that was also 'given way') but I have not seen one, nor have I seen the magazines, although being in French, I could only get the gist plus of course look at the photos.

Before the Atlas French Dinky Toys series full release, they did a test in a small region of France (apparently normal practise) with the first one in the series – 24C Citroen DS19. The difference with the main issued on was that it wasn't fitted with windows – just like the original Meccano product that was later fitted with windows, thus becoming 24CP. The reissued models have the same catalogue numbers as Meccano used. All will be painted in original (or near original due to the lead paint ban) colours or liveries. The colours chosen will be the rarer of the originals in most cases.

## The models – not necessarily in issue order:

As mentioned, 24CP (also 522) is the first one in the series. Citroen DS19 fitted with windows and painted mid green with a cream roof, white tyres and polished spun wheels, tin-plate base.



Then there is a more modern product in terms of Dinky Toys as it has fitted interior and 'suspension' and steering on the axles. 558 is a 1961 Citroen 2CV in pale yellow with a brown roof



24V (also 538) is the sort after Buick Roadmaster and in one of the rarer colours of pink body and black roof. Actually, I think the pink is too deep; more of a terra cotta but I guess that is one of the compromises of not being able to use lead based paints.



24K (also 528) Simca Chambord. Fitted with windows and painted ivory and red

24E (also 524) Renault Dauphine. Quite common from the original Dinky Toys but this is painted the rarer cream.



25CG Citroen 1200Kg 'CH Gervais'. Seems a lighter cream than the original and of course the signs are tampo printed. For some reason they have painted the vents on the side of the bonnet silver which the original did not have. Door opens like the original.



49D is a petrol pump set that came with one of the other models.

40 is a set of Ville (town) road signs that came with one of the other models.

I believe that the 24H (526) Mercedes Benz 190SL coupe is out now but I haven't got it yet

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

## Norev 1/18

Fiat 500 Sport 2007  
 Peugeot 402 Eclipse convertible  
 Porsche RS Spyder ALMS Team Dyson  
 Renault 16 1965  
 Renault Alpine A310 Gendarmerie 1981  
 Simca 1100 LS 1974

## Norev 1/43

Borgward Isabella berline 1960  
 Citroen Berlinga XTR 2008  
 Citroen C4 Picasso 2007  
 Citroen Jumper VTU Alimentation 2007  
 97, 01, 03 ,07  
 Fiat Campagnola 1959 Fire  
 Hanomag L28 La Vache Qui Rit 1953  
 Mitsubishi Pajero Evolution Dakar 2007  
 Nissan 100NX T Top 1990  
 NSU TT 1969  
 Peugeot 308 CC 2009  
 Peugeot 403 cabriolet Tour de France  
 Porsche 911 2.4S 1973  
 Renault F1 Team R28 Alonso 2008  
 Renault Megane Coupe-Cabriolet 2006  
 RVI 95-130 SAIREP Forrest Fire  
 Volkswagen T1 dual can]b Fire 1961

## Provence Moulage 1/43

Citroen C5 Airscape Salon de Frankfort  
 Renault Megane Coupe concept Geneva 2008

## IXO 1/43

CLC180 Jaguar E-type Coupe  
 CLC183 Mercedes-Benz 230SL Roadster  
 CLC198 Chevrolet Corvette Sting Ray 1963  
 CLC145 Lancia Delta HF Integrale  
 LMC109 Ford mk.II #4 LM 1966  
 LMM121 Aston Martin DB9R #100 LM 2007  
 LMM070 Chrysler Viper #50 LM 1998  
 LMM143 Aston Martin DB9R #07 2008 presentation

Mercedes-Benz 280SL open  
 Peugeot 504 Coupe  
 Porsche RS Spyder Team ESSEX LM 08  
 Renault 4F4 van 1965  
 Renault Caravelle Havane 1958  
 Gendarme figure

Chevrolet Captiva 2006  
 Citroen C4 Gendarmerie 2008  
 Citroen GS  
 Set Mitsubishi Pajero Dakar winners 82, 92,

Fiat Linea 2006  
 Willys Jeep Tour de France  
 Mega Desert Dakar 2000  
 NSU Prinz 4 1963  
 Peugeot 308 2007  
 Peugeot 401 Longue taxi  
 Peugeot 407 Manitoba 2006  
 Renault 18 Break Facom 1985  
 Renault Kangoo 2008  
 Renault Twingo 2007  
 Seat 850 1966

GT by Citroen salon de Paris 2008  
 Volkswagen Golf W12 650

CLC182 Nissan 240RS  
 CLC194 Citroen type 23 van 'Shell'  
 CLC199 Ford Capri 2.8i Injection  
 MOC068 Lamborghini Gallardo  
 LMM122 Saleen S7R #54 LM 2007  
 GTM046 Saleen S7R #55 1,000 SPA 2006  
 LMM136 Audi R8 #7 LM 1999

RAC100 Peugeot 404 #17 Safari Rally  
 RAC158 Nissan 240RS #12 Safari Rally 83  
 RAM276 Mitsubishi Lancer WRC Portuga  
 RAM285 Citroen Xsara WRC #6 Germany 07  
 SF17/74 Ferrari 312B3/74 Germany 1974

## OXFORD (various scales)

### 1/148 (N gauge)

RT double deck bus  
 Morris Minor van BRS Parcels,  
 Daimler DS420 Limousine  
 Humber Super Snipe  
 Ford 105E Anglia

### 1/76 OO Gauge

Vauxhall Cresta PA Friary Estate  
 Armstrong Siddeley Star Sapphire  
 Sunbeam Rapier mkIII  
 Bedford Green Goddess  
 DAF 105 Recovery vehicle

### 1/43

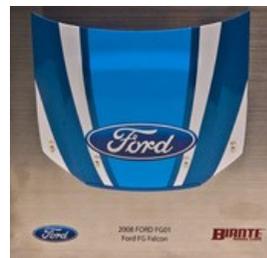
Austin 3 way van  
 MG ZB

### 1/72 Aircraft

Supermarine Spitfire mkI  
 Hawker Hurricane mkI  
 Focke Wulf 190  
 Messerschmitt ME 262  
 Kittihawk mkIa

## Biante, Australia 1/18 and 1/43

Ford XA Falcon GT Hardtop #07 Biante Touring Car Masters 2007



Ford FG Signature bonnet FG-01—  
 launch car. Signatures of all the  
 Ford drivers for this years V8s

HSV Twin set 20th anniversary

RAC148 Toyota Corolla WRC #31 Finland 00  
 RAM203 Subaru Impreza WRC #5 Finland 05  
 RAM280 Ford Focus WRC Test Car 07  
 MUS018 Mercedes-Benz 150 Sport 1935

Mechanical Horse GWR and LNER, BR  
 Morris Minor van Austin Service  
 Morris Minor Traveller  
 Jowett Javelin

Vauxhall Wyvern E series  
 Humber Hawk mkIV  
 Caravan (like Dinky 190)  
 Ferguson TEA tractor  
 MAN TGX XLX Curtainside

Austin Princess  
 Jensen Interceptor mkI

Messerschmitt BF 109E-4 or 109G  
 Junkers JU87 Stuka  
 Hawker Tempest mkV  
 Corsair mkIV



**40TH ANNUAL GENERAL MEETING  
NEW ZEALAND MODEL VEHICLE CLUB (INC).**

Saturday 9th May 2009  
Richmond Grove Hall  
Yarrow Street  
Invercargill



All the fun of the AGM competitions!  
Come one, come all!!  
See details page 11

Wanted wanted Wanted wanted Wanted wanted

Kitset News,  
Diecast News.  
Any Hobby News whatsoever!