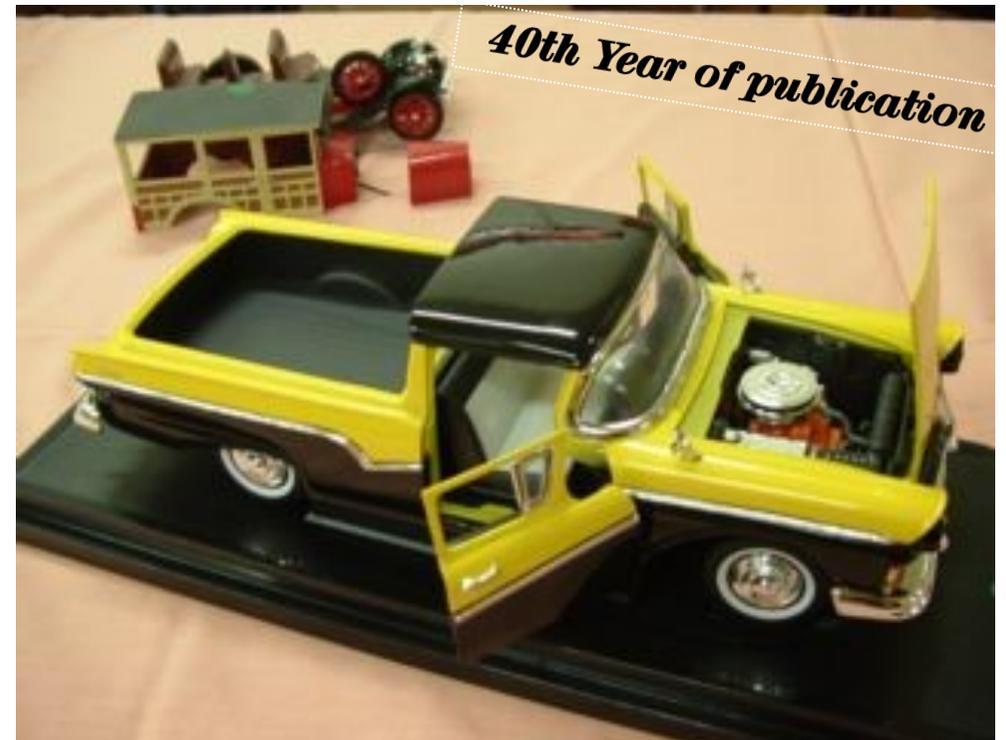


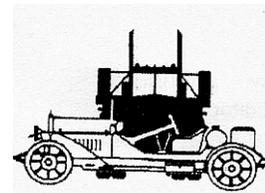
MINIATURE AUTO

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40th Annual General Meeting competition entries May 2009



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, surprise, surprise, here I am again, writing a Presidents piece for the newsletter! I say that because when Leanne, Graeme Patterson and myself left Dunedin on the Saturday morning, to head to Invercargill for the AGM, it was not my intention to remain on as President and the look of surprise on Leanne's face when I accepted nomination probably said it all.

And after my complete lack of preparation, including no Presidents report, I am surprised you are still prepared to have me. However as promised to the meeting my report should appear elsewhere in this issue of Miniature Auto. How that happened I have no idea as I have served on enough committees for long enough to know what's required. Perhaps it's because things are running so smoothly that I was just too relaxed about it all. That's my excuse anyway and I'm sticking to it!

Once again Invercargill did a grand job and it was great to see members who we don't normally get the chance to catch up with. With members from Christchurch, Wellington, Dunedin and Alexandra as well as Invercargill, it was probably one of our better attended AGMs for a while. For a brief report on what happened read report further on but a big thank you to Invercargill for a job well done. I know all in our car enjoyed ourselves even if a I am still waiting to see if a notice comes through the mail from that pesky speed camera. Guess that's the model budget gone for this month.

Marlborough Branch is being given first chance to host next years AGM but because of their smaller numbers and the distance some have to travel we need some indication that we could get a quorum if held there, so please, although it's a long way off, give some thought to the idea and let them or your branch delegate know if you think you may attend. There could be a lot worse parts of the country to spend a weekend at that time of the year.

To finish off just a special mention and thanks to Ian Cousins for all the work he does on the club website. He is nearly finished a major upgrade which is taking considerable time and effort. This is a great tool and probably very underutilized by most of us (me included) so take a look and you will be surprised. Ok, got to go and check that website!

Cheers

Howard



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PRESIDENT'S REPORT 2008-2009

First let me start by apologizing for not having this report ready to present at the AGM in Invercargill. I had not even thought about it even though I have been on enough committees and for long enough to know that one was required. The only reason that I can think of is that because it has been such a quiet year for the national executive that I just plain forgot but that really is no excuse.

Having such a quiet year could be seen as good or bad for the club. Good because obviously everything is running pretty smoothly and most members are happy. Or bad because we are happy just to drift along and lets face it if we just keep doing the same things then we will just keep getting the same results.

Our membership remains stable but with all the models that are being sold these days there must be many more collectors out there than there has ever been yet for some reason we just don't seem to be able to attract them. Same old problem comes up each year for discussion but perhaps for the first time in a long time I felt there was a more positive attitude and outlook at the AGM with some positive ideas put forward to be looked into. You can read more about that in the AGM report elsewhere in this issue.

Some branches continue to be active while others just exist but we are all busy people and branches with small numbers will always find it hard. The one thing I ask you all to remember is that we need to work together and sometimes just put the personal issues to the side and get on with our great hobby. There is nothing truer than the old saying united we stand and divided we fall. We have seen it affect our club in the past with devastating effects and it would be a shame if we didn't learn by our past mistakes.

To finish I would just like to thank some people and while many members put in a lot of work for the club a huge vote of thanks needs to go to 4 people in particular.

- Robin Austin who resigns as Treasurer after many years in the position
- Eric Brockie without whom I wonder if the club would still exist.
- Ian Cousins who spends many hours on the club website.
- Ron Ford for all his effort in Miniature Auto (we could all make his job easier).

On behalf of us all a big vote of thanks to you all.

Well lets look forward to another good year and I hope that you all get the chance to make the most of your local areas activities and get to add plenty of models to the collection.

Remember the more that you put into your hobby the more you will get out of it.

Howard



BRANCH NEWS

OTAGO

The April club night was held in our Club rooms where Otago Branch member Michael Henry spoke about his particular interest in model collecting and his reasons for doing it.

We had a large turnout of members and plenty of discussion on collecting models,

Competitions for the night were for any model with an Easter theme and members were to use their imagination, so you can guess many Easter Eggs were present with the models.

I find it very interesting when members talk about how they got into building or collecting models because, although many members started in the same way; others had a vast variety of reasons they started into the hobby. No matter what the reason or why you collect or build what you do; we all have that common interest in model vehicles.

Ashburton Model Exhibition:

Over the weekend of the 18th and 19th of April, I attended and set up my sales stand at the Ashburton Model Exhibition held in the Netherby school hall, Ashburton.

Ashburton holds a 'Wheels Week' annually and as part of that week there used to be a truck show held in the paddocks behind the Working Men's Club and the model exhibition was held in their buildings. In 2008, no truck show took place, so no model exhibition was held either.

2009 again saw no truck show, so one of our Club members in Ashburton, John McDonough, along with other collectors in the region, 'went it alone' and put on the Ashburton Model Show.

The display was excellent with the major part of the display featuring tractors, earth moving and commercial vehicles. All the comments I heard about the display were positive and again a credit to all those who put so much effort into organising the show.

One exhibitor had an incredible display of commercial vehicles with the bulk of them being scratch-built. There were also displays by a collector of Tonka Toys, some restored, some awaiting restoration and some mint. Another display featured a large collection of fire fighting appliances that are just part of the largest fire collection on the country. One collection on display amazed me with the amount of models of the Hummer.

Also there was a working model of the Fairlie Railway Line complete with many moving accessories apart from the trains themselves.

I would urge any members of our Club to visit the show if it is held next year

Eric Brockie

LETTER

Congratulations to Ron for the addition of his own modelling room – The Super Shed.

I remember once I had a ‘new’ hobby room completed with next to nothing in it. Hard to keep it that way! But how can one – when modelling is in the blood! One may collect models, but what about the extras that accumulate – the spare parts, reference material, diorama gear, which can take up so much drawer space, I notice. Painting stuff, tools, glues – the list goes on.

And then there are those empty boxes; why do we keep those empty boxes? Models are worth more complete with their ‘boxes’. Models display well with their ‘boxes’ and some models are protected by their ‘boxes’. However, plastic kits don’t really need their ‘boxes’ once they are made up, but then again, these older kits have rather neat nostalgic box lids No, one can’t throw them out! Some fold flat, at least.

So, Ron, how much space will you have in five years?

Maurice Boyles

40TH AGM REPORT #1

Well another great meeting hosted by the Southland Branch and as I said earlier it was great to see so many out of town people in attendance. The venue was warm and just a nice size.

After the meeting a visit to Bill Richardson’s truck museum saw me once again amazed that one man had the vision to establish such a collection. Each time I visit I see things missed on previous visits and improvements to the presentation. If you ever get the chance to visit this attraction it really is a must see.

Then the day was finished off with a meal at the Invercargill Working Men’s Club and once again a great meal and great company. It was just a shame that we had to rush away to return to Dunedin.

The only disappointment to me was the what I thought was a disappointing number of models either entered in the competitions but the quality was certainly there. The diorama of a car showroom was particularly impressive complete with working TV. (details would make a great article for miniature Auto).

I’m sure someone will be supplying photos of the models and results of competitions but below is a rundown on what business took place at the meeting.

All the remits forwarded to members before the meeting were passed. The majority were in relation to changes of dates with the AGM now being held in May instead of January. This means the following:

40TH AGM—AN ODYSSEY #2

Despite it being a bit blustery in Wellington when I got to the Airport, I was hopeful that the showery condition would ease as I travelled South. Certainly the view, once we got above the clouds, was magnificent, with the Southern Alps presenting a picturesque scene of snow covered tops from the tip of the South Island. Clear skies below also gave me a fantastic view of the farmland until south of Dunedin where we lost sight of the Southern Alps and the terrain below. Sadly my camera was packed inside my suitcase, safely in the aircraft’s hold.

Landing in Invercargill I was greeted by showery conditions and my poor old North Island acclimatised body decided that conditions were colder than I’d felt in some time! Eric was there to greet me (surprisingly without his historic Bedford van) and once I’d grabbed my bag it was off to the hall where we were to hold the AGM.

Southland Branch members were all busy setting out the competition models and thanks to their magnanimity they postponed the scheduled start to the meeting so Eric could pick me up at the airport - this also gave me time to set out my three entries in to Class 31 Diecast in the AGM competitions. The Hall itself was lovely and warm and, dare I say it, somewhat more inviting and easier to find than its predecessor.

Fig.1 Ian Cousin’s Oxford Daimler—winner of Champion of Champions (page 8)

The meeting itself went off without any problems and I’m assuming someone else will report back on the actual proceedings - if not then they will be covered in the official minutes of the meeting. Suffice to say that the usual run of the mill details were taken care of before a short break for lunch and then the balance of the remits and general business was discussed after lunch.

The entries in the competition classes were great and I’ve added a few photos so you can see the range of models on display. I must also commend Owen Dickson on taking the time to bring along his 2.6 metre diorama for display... the photos on the web site really don’t do it justice and I was very impressed with the layout, the models and the mini TV which was screening Top Gear! Unfortunately some of my photos turned out to be a bit blurred (the result of leaving my glasses in Wellington!) so if anyone has digital photos they can send me for inclusion in the web based copy of this report, I’d appreciate it. Likewise if someone can identify the owners of the models I’ve added to this report, I can correctly identify them and attribute the model to them.

Fig.2 Owen’s Diorama (pages 8 to 9)

At 4pm a number of us and several other people regrouped at Bill’s Shed to view Bill Richardson’s private truck museum. Having been once before, when Bill was still alive, I was really looking forward to visiting again. If you EVER get the chance to go and see this private museum - TAKE IT! On display at present are over 200 trucks of every size and type and rumour has it there are even more waiting to go on display... Also in the museum are various associated items from vehicle parts, oil and petrol related items and, of course, scale model vehicles!

40TH AGM PHOTO MISCELLANY BY IAN COUSINS



Fig 1



Fig.2



Fig.3



Fig.5



Fig.4



Fig.7



Fig.6

Figures 5, 6, 7 & 8—Other entries to the AGM competitions.



Fig.8

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From my personal perspective I just love the way many of the trucks look as if they have just rolled in the door from a day of general work and parked up for the night. Sure there are many that are in pristine condition, and all are in working order, but seeing the D & C Hammond's Bedford sitting there with its worn paintwork, probably in exactly the condition Bill bought it, makes the whole experience totally different to visiting many of the other vehicle museums where the vehicles on display are all in pristine condition. However be warned - it can get pretty darn cold in this museum as I found out once the sun went down and I'd left my jacket in Eric's locked car.

Fig.3 Bedford trucks at the museum (page 9)

If anyone has a series of really clear photos of the Model TT Police Vehicle I'd appreciate copies as I'm particularly interested in this vehicle, having a model of the Wellington Prison Model TT van which appears identical except my model is Green (the original colour of the Wellington Prison van) rather than the Blue of this vehicle.

Fig 4 Wellington Prison Ford TT van (page 8 to 9)

After Bill's Shed we assembled again at the Working Men's Club for our evening meal. This venue is an excellent venue as the beer and the meals are cheap and the surroundings warm and pleasant without the associated noise of many other venues. This made talking to the other members and friends much easier for me, as I find it difficult to follow conversations in situations where there is a lot of ambient background noise or a loud band. Needless to say after stuffing myself with two main courses and two desserts (it WAS an "all-you-can-eat" buffet!), I had a pleasant couple of beers and several discussions before we departed around 10:30pm into the frosty Southland night and headed for our accommodation for the night. I certainly slept well after all that food, when I finally made it to bed around 12:30 am.

My Sunday was mainly spent in pleasant conversation with my hosts and I successfully caught my plane home around 3:20pm, arriving into an even colder, windy Wellington evening!

Jan Cousins Wellington Branch Delegate.

More museum photos—Ian Cousins



CLUB DIRECTION?

At the recent AGM there was much discussion about the future direction of the club and how to attract new members. Despite the hobby seeming to be booming with far more models being available and sold we just don't seem to be able to attract any great numbers of new members.

Discussion took place about widening the scope of the club to include any sorts of collectors and collectables rather than just model vehicles. This has the advantage of allowing many new and wide ranging interests to join with us and greater numbers of members will make for stronger branches and perhaps let us reopen some branches that have been forced to close due to lack of numbers. Also hopefully it would encourage a lot more material for *Miniature Auto* which must make the editor's job easier.

However it would also mean a few things that would need to be sorted out. For instance what would happen to our competitions?

Could we still call our newsletter *Miniature Auto* if we are covering all sorts of hobbies?

How do we attract new members who would be in a minority numbers wise when we have problems attracting members from our own hobby?

Another possible option could be what I suggested last year which is some form of joining up with other clubs. Over the years many other new clubs catering for our hobby 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 motor sport 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.

I don't presume to know what is best but we do need to have lots of discussion and perhaps you have some other ideas that have not yet been talked about. No matter how far fetched you may think your idea is make it known to *Miniature Auto* or at least to your local branch delegate or a member of the national executive. We can and must move forward so let us know what you want

Howard Brookie

ERIC REMINISCES

I had always had an interest in model trains in my younger years and always said that if I had a son, I would buy a train set. (*So it is all Howard's fault? Ed.*). A son did duly arrive and a second hand train set pretty soon after! I then started to buy Matchbox Toys to place on the railway!

Although models had been around since the early 1900s, it only became a hobby around the world in the mid 1950s, so I was in on the ground floor, so to speak. You could buy mint and boxed or rough for next to nothing in those days.

Writing to other collectors around the world was a great way to build up contacts. You tended to get told about the collectors who were not good to deal with. I only got caught once with a collector in Italy who received many Fun Ho! models from me and I received nothing in return, so I stopped forwarding models to him. Eventually I did receive a parcel from him with a few models that were absolute rubbish that he had called rare Italian models. Thankfully, that was the only time I got caught. I told everyone about him and wrote to magazines and he disappeared from the scene pretty quickly after that for it turned out he had done the same to many other collectors around the world as well.

The amount of models available in New Zealand was very limited in those early years because retailers could only bring models into the country if they had an importing licence. Sometimes retailers would pool their licences to be able to buy more from overseas. Makes available in the shops at the time were Matchbox Toys, Dinky Toys, Corgi Toys and Britains, but all in very limited quantities. Advertisements would appear in the *Otago Daily Times* or *Evening Star* announcing that Matchbox Toys would be on sale the next day at 9am and customers were limited to two models or three, if you were lucky. The price was 1/9, 1/10, 2/- or 2/6d.

Club members' phones would go hot with Norman Masters, Eric Brookie, Graham Dobson and Dan McCarthy, all ringing one another to make sure they all had seen the advert. Sometimes you even missed out if you were too far down the line. Other times you may have been able to be served and rush to the end of the line and get a second quota, but that did not happen very often. Some collectors joined the queue at 7 am!

It became pretty frustrating if you were a serious collector, but then we found out that you could buy directly from the Matchbox factory in England. Collectors thought this was a good way to buy but the only method of payment was by British Postal Notes which were available from NZ Post Offices. Trouble was that you were only allowed one five shilling British Postal Note per day so that took a while to gather enough. Then I thought about all the Post Offices I could get to on my push bike each day. (*Ah, those were the days. I remember them well. My interpretation of the one BPN a day was one per Post Office per queue. Like Eric, we had a lot of nearby Post Offices to 'attack' by push bike, but the main offices usually had queues which enabled to buy from one, then join the back of another; hoping the teller did not notice! Then you could get some friends to help, and so on. Ron.*)

MORE BRANCH NEWS

I started at Caversham and moved to Forbury Corner, St Clair, Musselburgh, South Dunedin, Exchange, Moray Place, Gardens and North East Valley, so it meant £2/5/- worth for the day so that was a bit quicker than only 5/- per day and after all that, it did not take long to do the rounds. *(Not only did Eric have a hobby but a get fit regime as well! Ed.)*

When Dorothy was expecting, she desperately wanted some fish and chips late one night, so away I go on the push bike to buy some fish and chips. Alas all were shut until I got to North East Valley, so off I head home with the fish and chips that Dorothy desperately wanted only to find out she didn't want them then – they were probably cold anyhow. That was along way for fish and chips but had I been getting British Postal Notes; it would not have seemed so far!

British Postal Notes were also a method of paying for models in other countries apart from England. In some cases other countries would accept New Zealand currency in payment.

If you were dealing with collectors or retailers overseas, some collectors in New Zealand were inclined to ask if they could cut down on the value of the parcel to help keep the Duty lower when the parcel arrived in New Zealand. This sounded good but it could backfire in a big way as some local members found out. The Customs Department raided some members' houses and confiscated all models, bank statements, letters, etc. to overseas addresses and then took prosecutions against the persons concerned which resulted in some very costly fines. *(It is illegal even now to under- declare imported goods – Ed.)*

Other members seemed to always get their parcels opened when they arrived in New Zealand, while others had them delivered straight to their address with no questions asked. In all the years I bought from overseas, I only had one carton opened by Customs and they opened a sealed box containing a kitset which I complained about because parts were missing from the kit when I received it. My next parcel that arrived, they phoned me to go in and they opened it in my presence, so I was happy enough with that. I never got called into Customs again and never had another parcel opened and they were simply delivered to my door.

We did not have courier services in those days and the parcels were delivered by the Postie on their round, so some of them must have been a headache due to their size.

To all you newer collectors; next time you e-mail your order from your computer with your credit card handy, spare a thought for what it was like in the 'good old days' to buy from overseas!!

Eric

Thanks Eric. I am sure some of the old hands have other tales to tell, so come on, let us hear about it. Item extracted from the Otago newsletter. Ed.

Otago Branch – May Club Night

I was looking forward to this night with great anticipation. We were to visit long time Club Member, Alan Race's home, to view his outstanding collection – Oh and see his models too!! Let me explain.

Being a collector of Jaguar models like Alan, I had seen his amazing collection of models on a previous visit. At that time Alan had told me that the goal for his collection was to try and obtain a model of every Jaguar car ever produced. Now that may seem a fairly general and honourable aim, I'm sure many of us would like the same for our collections, but upon viewing Alan's collection this time round, it's plain to see he has very nearly achieved that!! What's unique and utterly fascinating about this, is the way in which he has achieved it. You see, when studying the variety of differing Jaguar models produced, although quite a significant number have been made, there many vacancies in the production line. So when Alan finds a gap where there isn't a model, what does he do? He doesn't hang around waiting for a few years hoping for one to turn up, no – he makes one of course – like you do!!! Simple!!

Now this is where it gets interesting, because being somewhat of a perfectionist (my words not his!) Alan will quite casually dismantle a perfectly good model so its parts can be donated to a worthy cause, at the same time only using parts from models which are accurate and 'period' for the car being built - even to the obtaining the correct shade of paint, the correct size wire wheels, a grille with the correct number of fins, a pair of bumperettes for an XK120 the right size. One example that comes to mind was the lower grille for a Series II he had to build from scratch. This was done using a Series I car he just happened to have spare, where he raised the front bumper the correct amount, then built the grille below it using, as he subtly put it, his favourite gauge fuse wire!! Result? – Perfect!! Here's another one – Alan 's recipe for an aerial mast? How about a discarded cat's whisker? Yes you did read right!! You can paint them and they don't break!! Alan's attention to detail is amazing!! And even more so when you also remember that Alan's entire collection is in 1:43 scale!! I'm sure all those present would agree when I use the word 'Craftsman' to describe Alan's work

When talking with Alan, one can't help but notice the depth of knowledge he retains about any and all of his models. For any race car he will quote place, date, and driver. For a production car he will quote production changes from the previous model, best engine & transmission combo's, horse power figures and so on.

However, before we got to see Alan's models, we were treated to a viewing of his other toys. Alan has in his garage a couple of fabulous cars. Firstly, a stunning Jaguar XJR. For those not familiar with 'Jag Jargon' this car is a 2000 or so model, 4 door sedan powered by the fabulous Supercharged 4.0L V8 engine which pumps approx 400+ HP, does 0-100 in around 5 seconds and is electronically limited to a to speed of 250 km/hr. Alan's other toy just happens to be an outrageous Aston Martin DB7. This is an absolutely gorgeous car which only takes 4.9 seconds 0-100 and only has the 500 + HP 6.0L V12 engine. The opportunity to view these two beauties alone would have made the evening worth the visit!!

So of course now that Alan has nearly finished his Jaguar collection, I wonder what he might collect now? No prizes for guessing – Aston Martins!! of which there already many different ones. To see both cars and Alan's collection of several hundred models, was truly a great treat for all members in attendance that night. A special thanks to Alan for his generosity and hospitality on what was a cold and wintry, but thoroughly enjoyable evening

Shayne Spicer

MORE 40TH AGM PHOTOS



Wanted wanted Wanted wanted Wanted wanted
Kitset News,
Diecast News.
Any Hobby News whatsoever!