

Miniature Auto Issue 247 New Zealand

45th year of publication!



Lincoln Toys (New Zealand)
Ford Prefect—see letters, page 17



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

CLUB DIRECTORY

NATIONAL EXECUTIVE 2013

President: **Graham Patterson**, 103 Musselburgh Rise, Musselburgh, DUNEDIN 9013
Phone (03) 455 0600
Vice President: **John Henderson**, 30 West Watson Avenue, CHRISTCHURCH 8025
Phone (03) 338 3855
Secretary: **Eric Brockie**, PO Box 1356, Dunedin 9054
Phone (03) 488 1048
Treasurer: **Eric Brockie**, PO Box 1356, Dunedin 9054
Phone (03) 488 1048
Editor: **Ron Ford**, 52 Hillside Drive, Upper Hutt 5018
Phone/fax (04) 971 9808
e-mail editor@nzmvc.in-newzealand.com

REGIONAL DELEGATES

Wellington: **Ian Cousins**, PO Box 12-057, Thorndon, WELLINGTON 6144
Phone (04) 934 5172
Marlborough: **Tim Babb**, 71 Wither Road BLENHEIM 7201
Phone (03) 579 1460
Canterbury **In recess.**
Otago **Graham Patterson**, 103 Musselburgh Rise, Musselburgh, DUNEDIN 9013
Phone (03) 455 0600
Southland: **Paul Thompson**, 16 Ferry Street, Wyndham, SOUTHLAND 9831
Phone (03) 206 4613

Please address all correspondence to the **Secretary**
Change of address to the **Secretary**

MA contributions to:

The Editor, **OR** Ian Cousins
52 Hillside Drive, PO Box 12-057,
Upper Hutt 5018, Thorndon, Wellington 6144
editor@nzmvc.in-newzealand.com nzmvcwgtm@nzmvc.in-newzealand.com

Club Website: www.nzmvc.in-newzealand.com

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!!

44TH ANNUAL GENERAL MEETING REPORT

44th Annual General Meeting Briefly:

The 44th Annual General Meeting was held in Invercargill on the weekend 12th and 13th May 2013.

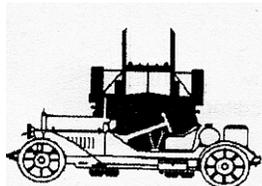
There were no major changes tabled except the subscription rates where there is an attempt to get them paid on time. Subscriptions for the ensuing year will be set at \$30:00 but will reduce to \$25:00 if paid to the Branch by the due date of 30th November. The payment will then be forwarded to the National Treasurer by the following 30th January.

The Southland Branch did not hold any competitions as they felt that with only five Members present at the Annual General Meeting that it was too onerous for them to organise the competitions. It was suggested that they then organise visits to any area of interest to the visitors. They did arrange to go to the Fire Museum, but they were not able to arrange a further visit to Bill Richardson's 'World Famous' Truck Museum. Fortunately, I was able to swing the deal and we made the visit. I have been there several times in the past and it is a place well worth the effort. We were there two hours, but really did not have enough time to see everything, let alone read the information with each exhibit.

With over 200 trucks on display, the time required just to walk past each one is the two hours that we had! Not only trucks were there but also dozens of antique petrol pumps and other motoring memorabilia as well as some models. Due to the wide variety on display, it is an incredible place to visit for any person interested in motoring and absolute heaven for the TRUCK ENTHUSIAST. Many of the trucks on display are so obscure that some may not even heard of the previously, let alone being able to see them.

Eric Brockie

IN THIS ISSUE:



44th AGM Report	3	Branch News	4
Carville's Capers	5	Modelling with Maurice	7
How I became an Adict	8	Micro Promotionals	9
Dinky Euclid	11	Bay of Plenty Report	13
Letters	15	The Richardsons	18
Who Done It?	19	News?	20

BRANCH NEWS

The Canterbury Branch

For some years the Canterbury Branch has not operated, as there were insufficient members. At the recent Club Annual General Meeting, it was decided to close the Branch bank account, and donate the money to a charitable trust. I can now report that the account has been closed and that \$2455 has been paid into the David Ellison Charitable Trust. This registered charitable trust gave away approx \$135,000 to some eighteen causes in the latest funding round. Beneficiaries included the Fred Hollows Foundation, Christchurch City Mission, Oxfam, The Leprosy Mission, Christian World Service, Ryder-Cheshire Foundation, Ed Aid Trust (Tonga), and the Canterbury Charity Hospital. The Branch money will be added to the investment portfolio of the trust, so that in a small way, its contribution can be long term.

Carville Stewart

The Southland Branch June 2013.

Hi ho Everyone,

Well the AGM went off OK and everyone appeared to enjoy themselves - Good!!! I must say it was good to see Barry McCorkindale up and about after his stay in hospital after the AGM - we can only hope he is soon fit and back to his normal stuff.

In answer to Ian Cousins' query [pg 5, MA246] "how can an XY Falcon fit a theme of A or G?".... easy!... it was GREEN! [Oh well done that man! That's thinking outside the box! Ian]

Our last Branch meeting was held at Graham Peterson's home and the main thing discussed was to try and kick-start the branch Competitions again. give this some serious thought and come along to the next meeting and have your say - who knows your idea may be the very thing we are looking for!

Competition Results: [your oldest vehicle]

Kitsets:	No Entries	
Diecast Large:	1st David Peipi	1951 Mercury Police Car
Diecast Small:	1st Fred Hawkes	1907 Rolls Royce Silver Ghost
	2nd David Peipi	Bullnose Morris Van
	3rd Graham Paterson	105E Ford Anglia

Fred Hawkes

CARVILLE'S CAPERS

Fantastic New Plastic

To be honest, the sub title is not actually true. Fantastic, yes; plastic, in the most general sense, yes; new, no. Using 'plastic' to make models, whether in commercially produced quantities, or in craftsman produced, limited quantity kitsets has been around for a long time.

There is a wide variety of opinion on the perceived value and longevity of plastic models. The latter may depend on the type of 'plastic' used. Early acrylic plastics and acrylic resins have been found to be subject to distortion, and the Norev plastic models of the 1960's spring to mind. Polystyrene thermoplastics and polyurethane resins seem to be durable, with kitsets by makers such as Provence Moulage, Record, Bijou and others dating back more than thirty years are showing no deterioration.

Rod Ward, editor of Model Auto Review magazine says that the raw material for a polyurethane resin model costs at least ten times as much as zinc alloy used in traditional diecasting. The main difference is that a hardened steel mould for diecast models costs many thousands of dollars to create, so it has to produce thousands of model castings to break even. A rubber mould for resin casting may cost less than \$100 to produce, but it may only last for 50 to 200 shots, depending on the degree of undercuts, fine detail, etc. So the cost per model may be the same; say \$1.00, but you only have to invest in enough moulds to produce a few hundred models, if that is all the market can absorb. You can also make minor changes to the pattern before making a new mould which could be useful if the maker wants to produce lots of minor variations on a subject. The latest technology, 3D printing is now being used to make the patterns, further adding to their accuracy and versatility.

Zinc alloyed diecast models are certainly more robust, easier to finish, and many of us prefer the feel of them, and the weight of them. However, resin allows greater accuracy and finer detail, which leads me to the point of this article. Recent additions to my collection (which is now limited to models of British vehicles only) have included some absolutely beautiful resin models (of British vehicles) by makers such as Neo, Truescale Silas and British Transport.

The very latest addition is an AEC Mammoth Major 8 wheel lorry in the livery of the London Brick Company made by British Transport Classics. One early impression was the lightness



of the parcel in which it came. The actual model weighs in at 106 grams, while a Dinky Foden or similar modern Corgi Classics weigh about 300 grams. It is an immaculate model, very accurate, and captures the look of the original. The quality of the casting and features such as mirrors is particularly fine, as is the printing of the 'decals'.

The London Brick Company trade-name Phorpres (pronounced four-press) came about because Fletton Bricks made in Bedfordshire are pressed twice in each direction so that they are literally 'four pressed', and this is accurately shown on the headboard.

Here is the real vehicle – sorry, its not in colour.



And here is the BTC model – even the registration number is the same - GTM809 (below)



Other vehicles in the British Transport Classics include: a Commer QX, Albion Chieftain, and 'you see them everywhere' Bedford . (below)



Truescale Rolls Royces – a 1966 Phantom VI by Park Ward and a 1952 Silver Wraith, also by Park Ward (left)

A 1961 Sunbeam Rapier series IIIa saloon by Silas Models (of France) and a Daimler Majestic Major by Neo Scale Models of The Netherlands (right)



I hope that the photos do these models justice, as they are all very good. Whilst there are some big players in the traditional metal diecast field, such as Minichamps and Oxford, those using resin are giving us high quality models of very interesting vehicles, many of which have not been modeled before. Let's hope that the prices don't continue to escalate to unreachable levels, and that the models themselves prove that they have the longevity of the traditional diecast model.

In addition to resin models from Neo, Truescale, British Transport Classics and Spark, new brands such as Kess and Matrix have just made their appearance on the market. The choices are becoming very wide indeed.

Carville

MODELLING WITH MAURICE

Okay—there's not enough kitset articles in MA—until now!

Although I haven't been modelling of late, (for a few years now!), I am prepared to put pen to paper and submit a few articles on some of my early build—a blast from the past!

I own a bunch of plastic kits—this incentive could be enough for me to get back on track to build models again.

Many local modellers will be surprised to read that the iconic Roslyn Books and Toys Centre closed in mid-May this year. Due to reduced turnover in the past five or six years, the 47 year old privately owned business is no match for the chain stores and Internet traders now.

Locals will remember when the original owners used to stock plastic kitsets along the back wall on shelves stacked almost to the ceiling. Often older discounted lines would be available too.

I think many visitors to Dunedin made visits to Roslyn Books and Toys during an Otago Branch swapmeet. Wouldn't it be great to have photos of such early model shops and how they displayed their stock.

I read in MA where Ron says that MA may have outlived its usefulness. I, for one, don't want to see MA cease publication. Its good to keep up with Branch news and that. For the record, we don't have a computer in our home!

For those who can tune into Choice TV, check out each week night at 7pm. 'Bid America' has some fantastic collections featured. There is also 'Toy Hunters'. Country TV has interesting 'National Tractor Pulling', 'Machinery of the Past', 'Tractor Fever' and 'Vintage NZ Farm'.

Maurice

HOW I BECAME AN ADDICT!

I guess that as a youngster of about eight years of age was when I was introduced to models as my Dad used to collect both models and real cars in those years. I was never allowed to play with his models, so in an attempt to stop me, he used to buy me the odd model which were mine and from what I remember they were mainly Hot Wheels plus the odd Johnny Lightening. I suppose that was the start of my addiction and I started to buy my own models in about 2000. For work around the house I used to get pocket money of \$2-50 on each Friday which was enough to buy at least one Hot Wheel a week, or by saving for about a month I could get a Johnny Lightening.

If we were going to be travelling to Christchurch for Muscle Car Madness I would have to save for weeks beforehand so that I had enough cash in hand in case I found that model that I really wanted. By this time I would have been aged about 12 or 13. At about 14 or 15, my interests changed somewhat, to move away from the diecast models to kitsets. Dad had three or four kitsets in the cupboard, but I did not manage to get my hands on them, and I only had two kits of my own at this time—a Thunderbird and a Chevy delivery.

About this time Dad started to travel to the United States of America on a more regular basis and on one of those trips he brought back 4 kits for me plus some Muscle Machines and Johnny Lightnings. I think it was in 2003 that I travelled with my parents on my first trip to the United States and brought back with me my first Chopper Bicycle. My second trip to the United States was in 2008 when I was 16 years of age. I had a part-time job after school before this and had saved before the trip and whilst in the United States I bought my own full-size 1955 Ford Customline. This is now in storage in Dunedin.

I now have five chopper bikes in my collection and since I was now working, I really started into both diecast models and kitsets. As time went on my interests also took a turn towards the full size cars, because of owning the '55 Ford. I still build kitsets in the main models of Hot Rods and Show Cars. In the diecast models Hot Wheels would still be one of my favourite manufacturers but now I only buy models that I like the look of. In saying that now, in 2010 Dad packed up his extensive collection of Hot Wheels and passed them over to me so my collection number-wise expanded at a fast rate. Dads only stipulation was they were not to be taken out of the bubble pack.

I bought my first 1:18th scale model from Eric in 2010 and my collection of the 1:18 models has snowballed since then. I now have almost 50 1:18 models in the collection and now I tend to collect the models in the better quality in 1:18th scale. There are almost 30 unbuilt kits in my cupboard plus many 1:24 scale diecasts as well as all the Hot Wheel sized models in my collection.

I have a strong interest in obtaining models of cars that Dad has owned or models similar to what Dad had in the cabinet when I was growing up. I guess we all get addicted to something in some way but I do enjoy my hobby.

Marcos Moni

Otago Branch Member.

MICRO MODEL LTD PROMOTIONALS PART 2

Continued from MA246:

MM003 Holden FJ Van 'N.Z.M.V.C'

This probably needs no description as its image appears in every copy of Miniature Auto! Painted in mid-blue with silver lettering - "25th JUBILEE DUNEDIN JANUARY 1994" and "New Zealand Model Vehicle Club Inc." plus the Club logo on the door. The wheels are cream with silver hub caps and the grille is picked out in silver with red badge and black for the recessed parts to give it depth. IT should be noted that these were produced from ORIGINAL Goodwood casting from storage. The base is held on by screws and not riveted as the factory was not set up for that operation at the time. Issue code was XF xxx where the xxx was the Club membership number for those lucky enough at the time to buy it (mine is XF015). Came boxed with certificate.



MP401 Holden FE Utility 'MSS Security Services'

Produced for the Australian MSS Security group, it was painted white with a chequered band along the sides of yellow top, red centre and blue at the bottom. The MSS shield appears in the middle of the bonnet and where the chequered band crosses the door and on the tailgate. It also has a blue rectangle on the door with red lettering 'OUR SERVICE IS YOUR SECURITY' within it. Issue code was XG xxx. There is a variation with the decoration which probably came about with a second run—the red on the band has an extra line near the headlights and the rear shield on the tailgate is lower so the casting over the numberplate can be highlighted in silver.



DINKY SUPERTOYS 965 EUCLID VARIATIONS

I had some difficulty in coding this model as my copy of "Dinky Toys" by Dr. Edward Force didn't have an entry for the Dinky 965 model at all! However scrutiny of several other references (none of which referred to a coding structure other than the Dinky issue reference number 965) revealed 6 possible variations (plus a colour variation on one) of the model which I have listed below:

First issue: 1955-56 Pale yellow paint, 'Euclid' cast under the cab, NO glazing, unreinforced tipping mechanism slot, GREY backed 'Euclid' logo, Type 1 winder with sleeve, yellow hubs (type 1a front, type 1b rear*), 26.7mm tyres to fit 14.9mm hub, chunky type 1 tread, 2.55mm axles. Box Dinky Supertoys blue and white stripe, blue base.



Second issue: 1956-60 Pale yellow paint, 'Euclid' cast under the cab, NO glazing, reinforced tipping mechanism slot, RED backed 'Euclid' logo, Type 1 winder with sleeve, yellow hubs (type 1a front, type 1b rear*), 26.7mm tyres to fit 14.9mm hub, chunky type 1 tread, 2.55mm axles. Box Dinky Supertoys blue and white stripe, blue base.



Third issue: 1961-68 Pale yellow paint, 'Euclid' cast under the cab, WITH glazing, reinforced tipping mechanism slot, RED backed 'Euclid' logo, Type 1 winder with sleeve, yellow hubs (type 1a front, type 1b rear*), 26.7mm tyres to fit 14mm hub, herringbone type 2 tread with M one side, 2.55mm axles. Box Dinky Supertoys blue and white stripe, blue base.



<Type 3a left
Left is type 3b with pale yellow cab and chassis and bright yellow tipper body. Note the front wheels are the same as the rear ones. The wheels have a domed side and a dish side so the front wheels are mounted domed side inwards.

Fourth issue: 1968? As with the third issue (above) but with new end-flap box with pictorial box on a yellow background (see fifth issue below)

Fifth issue 1969? (interim?) In the real world, Euclid was then owned by General Motors and because of an legal technicality (anti-trust law), they were forced to sell to the White Motor Company but still continued making Euclid trucks for the World market (but not USA) and the were branded Terex instead of Euclid. Dinky Toys followed suit and the 965 casting was altered with name above the grille and on the cab doors being change to Terex, but the base and box were still marked Euclid.



Fifth issue (continued) Yellow body, EUCLID cast under cab, windows, black, white and red TEREX logo sticker on cab side, no markings on tray sides, Type 2 winder without sleeve, yellow hubs, type 1b front and rear wheels, herringbone tyres type 2, Dinky Toys EUCLID picture box.

Sixth issue 1969-70? Yellow body, TEREX cast under cab, windows, black white and red TEREX logo on door, no markings on tray sides, Type 2 winder without sleeve, Yellow hubs (can be red or green as an alternative.), type 1b wheels front and rear, herringbone tyres with M mark. TEREX illustrated box but no background.



Note that there was quite a variation in the yellow of the paint throughout the production run

Examples of 'oddities' (different colour wheels, etc.).



Above, Euclids with green wheels—innie and an outie for the front ones, so it is quite random.

Right, Terex with red wheels>>

Ian Cousins

This article was based on Ian's Web page. There is a far more extensive coverage on the site.



http://toysnz.com/Dinky965-G_EuclidRearDumpTruck

BAY OF PLENTY REPORT

The first weekend in May saw me paying a visit to the annual Tauranga Hobby Show. This event is run by the Tauranga Model Engineers as a fundraiser to enable them to eventually have their own premises. Cynical me was half expecting a Model Engineers/Model Railways benefit, and I certainly wasn't disappointed in that there were several displays of working layouts, all set up just for the two days. But I was pleasantly surprised at the invitations that had been extended to other hobbies groups from the local community.

Among the displays there, I spotted Dolls and Dolls houses, Gemstones, Spinners and Weavers, one guy selling old books on transport and Railways, tables with some old toys – including some old Matchbox, Fun Ho!, Corgi, etc., and even the local Amateur Radio Club, which had set up a display showing some historical National Emergency Communications equipment in action.

Also of course, were the usual's you expect to see at such an event. There were several tables selling Model Railways Rolling Stock, Track, and even some buildings and diorama materials. There was a large table which had a local Plastic Modellers Club (not IPMS) display of mainly aircraft, all showing a very high level of skill. Also present obviously, was the Model Engineers own display, consisting of a very impressive display of machinery, and even letting us see some 'work in progress' projects. My local model shop, Bay Hobby Supplies also had a table displaying a sampling of their wares (some kits and Scalextrics), but mainly RC items, and at the other end of the hall was a display of RC aircraft, of which some were also shown as 'works in progress' projects.



All the activities shown on the box illustrations were present and working, all controlled by the operators hand control (just visible in one photo). This was set up like an Industrial Village where the trucks would be loaded with their various loads, all with working cranes and derricks and then transported around the track to be unloaded again at a point somewhere further around the track. Then the fire engine would come rushing out of its Station with lights flashing and bell going Ding, Ding, Ding all around the circuit. To say this setup was the star of the show is an understatement, as people would come in the door and make a bee line straight for it, creating a log jam as other people tried to squeeze past.

What a great way to spend a couple of hours on a Sunday afternoon.

Shayne Spicer



LETTERS

Dear Ron,

The article in *Miniature Auto 246* on Tri-ang Diecast toy vehicles was the sort of information that is of great interest to me and probably other collectors who have some knowledge of those models made many years ago in New Zealand. Other New Zealand made toys/models, to mention a few; Micro Models, Ducky Toys, Intercars, Lincoln (*plus Tommy Doo [Auckland Munitions], Fun Ho!, Tinke-E Toys, Spot On and Brentware – Ed.*). It would be great to see articles on some of the lesser known series in *Miniature Auto*.

I think that although models made today may have a lot more detail, there is something about the older models that make them so appealing to collectors, especially the models from the 50s and 60s. The models made back then may not appeal to the collectors who have taken up the hobby in recent years because they may not have these models in their collection, let alone having ever seen the models for themselves.

What about other models such as Matchbox Kingsize, Matchbox Major Pack, the original Corgi Toys, Dinky Toys, Britains and several others? These models were very simple by comparison to today's offerings, but there was always something about them as they were released. You, as a collector thought they were so good and how even in those days they changed. For instance, steering was introduced – even on the small Matchbox Toys 1 – 75s. Jewelled headlights that made it look as if the lights were on – a Corgi model with a 'working' TV in the back compartment, removable wheels and working parts – the list goes on!

The early models were great to those of us who are collectors in the older age bracket as we remember them so well, even though we don't necessarily have them in our collection now.

With regard the Tri-ang diecast in the article, I have recorded in my collection four models – two Zephyrs, a Jaguar and the 'Long' tip truck. I could not locate the Jaguar, so it must be packed in a carton of 'other manufacturers' models. The article, did however, identify a body of a Jaguar XK120 that I have that is minus the wheels and baseplate.

Does the Road Roller have any writing on the base? I am sure I have this model in the same colour scheme but it will be packed away with other unidentified manufacturers. I also have a similar Road Roller in red, plain metal treads to the rollers with green on their sides. Nothing is cast into the base, but I do not think it ever had a driver as the one shown in the article. On both sides, it has 'Aveling Barford' cast in and 'Made in England' on the right side only. 'Aveling Barford' is cast into the raised section above the front wheel arch which can be seen in your photograph.



Rivets on the side at the very front appear to be in three rows of three, two, one, but yours appears to be six rivets in two rows. Just above the side grille on my model there are two extra pieces cast into the model, but this does not show on the one in the article. It does appear to have a slightly different shape to the casting at the front and back centre of the framework holding the front of the roller. The length of my model is 4 11/16 inches. Could this be an English made version before the dies were sent to New Zealand? (*Unfortunately, I don't have access to the Tri-ang Road Roller so can't confirm any suspicions raised by Eric. I think all the NZ Tri-ang diecasts were fully tooled here – Ed.*)

Tri-ang Diecast – More:

I have another diecast model with a tinplate base. Pressed into the base is 'Tri-ang Made in England & N.Z.' It has a one piece white painted body and underneath, a silver base riveted to the body front and back. Black plastic seats and steering wheel, chromed engine. Wheels have a rough chromed hub glued into the tyres which have about as much glue showing as the hubs themselves. It seems to be missing the windscreen. Length is 6½"



Eric

Dear Ron,

Another mystery to me is this diecast model of a Ford Prefect. That I borrowed it from a chap I know in a second-hand shop. It is quite a solid model, push'n'go, 3¾" long. It has never been repainted and was originally red with a black base but not much of the paint is left anywhere now. No damage to the casting and the push'n'go motor and wheel hubs are there but no tyres. It never had an interior because most of the volume is taken up by the motor.

The base is plain with a raised piece joining the front and back sections where the motor is attached. The baseplate has cast into it FORD PREFECT in upper-case letters but no maker's name. There is one strip about 5/16th of an inch wide across the width of the base just below the word 'PREFECT' that looks as if something has been ground out because the the surface in the area is a fraction lower.

Single rivets at the front and rear hold the baseplate to the body. The front axle is held by two pins attached to the underside of the bonnet and the back axle is held by the push'n'go motor which is attached to the baseplate. It almost looks like a Tri-ang diecast.

Single rivets at the front and rear hold the baseplate to the body. The front axle is held by two pins attached to the underside of the bonnet and the back axle is held by the push'n'go motor which is attached to the baseplate. It almost looks like a Tri-ang diecast.

(Thanks Eric. Quite an easy one this as it is a Lincoln Toys diecast which were concurrent with Micro Models. This has pre-empted my round of New Zealand made diecasts, so I'll shelve the one I planned on Tonka-Intercars and will carry on here with the item on the Lincoln Toys friction drive series. Note that the version Eric has is damaged with the B pillar missing. Ed).

LINCOLN TOYS FRICTION DRIVE TOYS

Lincoln Industries in the late 50s and 60s produced a number of ranges of automotive toys; usually sourced from various makers from overseas. This included tin-plate items from Schuco and the like in Germany.

The small range of 1:43rd sized diecast cars was available at the same time as Micro Models from Lincoln Toys. Unlike Micro Models, the boxes were branded 'Lincoln Toys and the range simply titled 'Model Friction Drive'. Of course, 'friction drive' was also known as 'push'n'go'.

There were only three models in the range as far as I know.

Catalogue number 4050

Austin Somerset A40

Catalogue number 4051

Buick Coupe.

Catalogue number 4052

Ford Prefect 100E



Austin

The models originate from England as the River Series made by a company called Jordan and Lewden in North London (not as previously thought, DCMT, Lone Star). The River Series could be bought with or without friction drive motor. Other models in the River Series were; Daimler Conquest, Standard Vanguard Phase II saloon and Standard Vanguard Phase II Estate. There was also a range of generic lorries. I don't know why Lin-

coln only had the three models out of six, but I suppose since they had the Vanguard Estate in the Micro Models range (and a far better one it was) and perhaps the Daimler was too obscure in New Zealand.

Later, some turned up in Israel as Gamda, slightly reworked with clear glazing fitted.



Buick

See front page for the Ford Prefect

MIKANSUE—MIKE AND SUE RICHARDSON

Some reflections.

It is with regret that we hear of the recent passing of Mike Richardson. Together with his wife Sue, who passed away in 2010, they were leaders in our collecting hobby, retailing, white metal kit manufacture and publishing.



I was fortunate to meet them at their home in the small village of Eton Wick, just a mile or so to the west of Eton in England. They were quite an eccentric couple (who in our hobby could not be described that way!) whose very existence was devoted to our hobby. They have been described as pioneers of our hobby. They ran a small shop, called Modellers' World, where they stocked a wide range of diecast models, as well as white metal kits, including their own range of Mikansue models. Sue was quite gregarious and outgoing, Mike a little more reserved, but they both had a tremendous knowledge of vehicles and models of them. I recall that Mike did not own a car, but got around using a three wheeled scooter, I think made by Honda. Their collection was absolutely out of this world. Nothing was on display, but the boxed models were stored in the shallow drawers of cabinets similar to map drawers. Mike and Sue went on to write authoritative books on Minic, Dinky and other Meccano products, and many of the photographs that appeared in their books were of models in their extensive collection. I had never seen anything like it! Mike and Sue also published a magazine, also called Modellers' World for fourteen years, probably the first magazine specifically aimed at model car collectors. It is fascinating to look through copies of the magazine, spanning the years 1971 – 1985. There are articles on all the 'major' diecast makes not just written by Mike and Sue, but from some of the great names of our hobby including our Ron Ford), and of course there are adverts from many retailers that no longer exist. And oh the prices – if only we could go back in time.

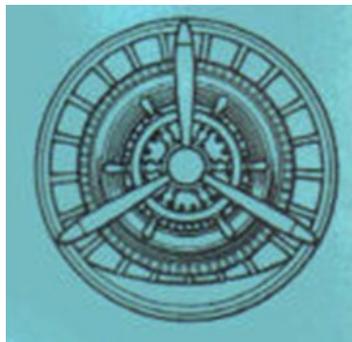
Mike and Sue were also very involved in the Maidenhead Static Model Club, which started in about 1968, and one of the first big swapmeets, the Windsor Swapmeet. Collectors' meets such as the Windsor were not all that common when Mike and Sue started publishing Modellers' World in 1971, but were much more common by the time they shelved the publication, with long lists of dates and venues being advertised.

Mike and Sue sold their collection in a huge auction a few years ago now, and had moved across the Channel with their dogs to the better weather and fine food and wine of France. Mike suffered a stroke in April and died a week later.

Looking back at old copies of their magazine, and remembering Mike and Sue is a vivid reminder of the way our hobby has changed over the years. There was no email, buying

models on the internet or computer assisted design for models. Magazines were a vital way of communication, as were letters for personal communication and the purchase of models from overseas. Dinky and Corgi were in trouble and white metal kits were often relatively crude. Well known former UK retailers were beginning to look to Europe to extend their ranges of models and many well known collectors were in their prime. It is sad to realize that if some of those collectors have not already passed on, as in the case of Mike and Sue, the rest have reached a stage which might be described as old age. Oh dear!

Carville Stewart



The Modellers' World logo, with concentric locomotive wheel, car wheel, ship's wheel and propeller.

WHO DONE IT?

At a recent swapmeet, there was some discussion about the Mobil articulated tanker—who made it? It looks the same as a Tootsietoy Mack tanker, but there is no maker's name on it (Tootsietoy's were always marked under the roof). It has also been attributed to Brentware (doubtful)

I thought it was a Lone Star (Austin) with a different cab, but I was wrong as the tank is different.



Tootsietoy (Left), Lone Star (Above).

Just looking at the photo of the Tootsietoy one; there are quite a few differences to the NZ cast version. The windscreen divider is missing on the NZ one, and the windows are more square off. The front mudguards are much higher and the front valance is different as is the bumper. Rear wheels are dual on the Tootsietoy one and singles on the NZ one (hence the clearances are wider for the NZ one).



Underside of New Zealand tanker

THAT'S NEWS? - THAT'S NEWS!

Road Signature 1:43 diecast

Bentley S2 Continental DHC Park Ward
GAZ-121 ZIM sedan

Bentley R Continental fastback
DAF A1600 fire engine

British Heritage Models 1:43 resin

1962 Hillman Super Minx

1955 Rolls Royce Phantom IV (various)

Silas 1:43 resin

Vauxhall Viva HA deluxe
1966 Hillman Hunter

1969 Austin Maxi



WSI 1:43 diecast

Kenworth C 500 B tractor unit

Liebherr LTF1060 crane (1:50)

OTTO 1:18 resin

Alpine A110 1600 SX

Volkswagen Golf V GTi W12

Wanted wanted Wanted wanted Wanted wanted

Kitset News,
Diecast News.
Any Hobby News whatsoever!