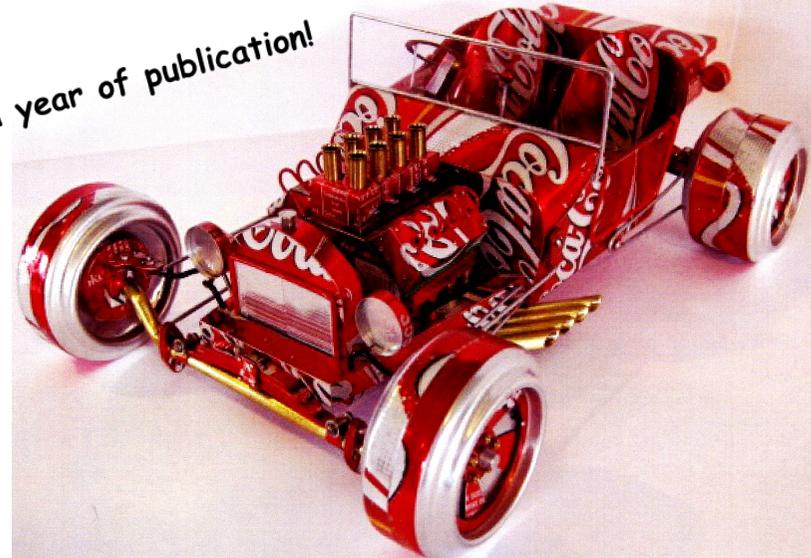


Miniature Auto ma251

New Zealand

46th year of publication!



Sandy Sanderson's recycled drink can model (Page 6)



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

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ACCEPTING CONTRIBUTIONS TO MA NOW!!

EDITORIAL

'Made in New Zealand' is something you don't see often on toys and models both in the past and currently. In the past, most products were firmly in the toy category and those that could be considered models mainly came from overseas sourced tooling. I can recall one or two NZ made models in the past—Hallmark fire engines and a brass kit of a Stutz (I think) made by Ray McKenzie. Model railway fares much better in NZ with many 1:64 items being made available built up or in kit form. This includes what they would consider 'accessories' - Bedford SB buses and coaches with NZMB bodywork.

What brought all this to mind was an owner of a local model shop (an increasing rare thing!), showed me a 1:43 ready-made painted pewter model of a McRae F5000 racing car. It was locally made but the shop owner was quite critical of it, especially the price of \$220 wholesale. It reminded me of the early white metal models in standard.

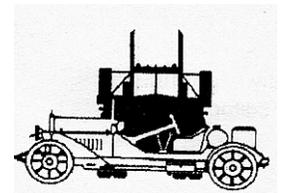
Another report he passed on was that there was a possibility of small runs of models being made here as China was demanding bigger numbers for their production and New Zealand is a viable alternative because we are cheap and technically capable. Hmm, maybe, but the likes of Corgi and E:F:E now have runs of around 1,000 on some models, which means they could be 'customers'.

It is pleasing to have some input from one of our kit experts in this issue. More is needed of course, so don't be shy—send in an article or even a note.

I apologise for the brevity of some of the captions used in Miniature Auto as some photos don't come with any reference., but since a picture is worth 1,000 words, they are still worth using, especially now we can reproduce them in living colour!

Happy modelling,

Ron



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BRANCH NEWS

SOUTHLAND

Howzit Folks?!

Last month's meeting at the Fire Museum turned out to be quite effective.

1. Barry has not been standing still and has sniffed out a couple of places where we may be able to hold a display. All up in the air at the moment - nothing confirmed yet.
2. Competition Entries on a Club Meeting Night - the rule is one entry per person present per class.
3. Barry asked for our starting date as he felt we must be in line for an anniversary. Starting Date for the Branch was 21st May 1973 = 41 years. We must take another look at this.

Tractor Museum

We have made contact with Malcolm and Noeline Shaw who have the Tractor Museum at Makarewa that I was asking about a wee while back. They have invited us out when the nights are shorter and the weather and the ground are drier - watch this space!

Competition Results ["Less than 4 Wheels"]:

Kitsets:	1st	No Entries	
Diecast Large:	1st	David Peipi	Chopper Motorcycle
	2nd	Fred Hawkes	Sailing Ship "Victory"
	3rd		
Diecast Small:	1st	R Robertson	Cadbury's Tiger Moth
	2nd	Fred Hawkes	"Roamin' Candle" (rocket powered tri-cycle)
	3rd	David Peipi	Chopper Motorcycle

Fred Hawkes.

OTAGO

Well, for the May Club Night was a great turnout of members and plenty of models were entered into the competitions plus some models of Graeme O'Briens on the display table.

Competitions for the night were to bring along a model of your dream car and this showed a great variety on the competitions table.

RESULTS:

Diecast:	1st	Bruce Dobson	AutoART model
	2nd	Robert Spratt	Greenlight 'Bullit'
	3rd	Paul Drummond	GMP '21 Ford Roadster

KITSET:

1st	Robert Spratt	Maisto Lamborghini
2nd	Robert Spratt	Bburago model.

Our **June** Club night was a visit to view David's collection of models, motoring memorabilia and full-sized cars.

In particular, David had a collection of over 600 models - all connected with the movie 'CARS' and what a great collection it was. They were displayed on a wall with rebated timber mouldings to show off the models which were still in their packets (of course).

David's other models in his collection were varied although because of his interest in MOPAR vehicles, his collection of the MOPAR vehicles were prominent.

Eric Brockie

MODEL MART

FOR SALE:

Large scale 1934 Ford pick-up—a plastic novelty	\$40.00
Large scale wooden car—15 inches long	\$40.00
Large scale 1930 Ford Model A Truck	\$60.00
Unmade 1:18 Muscle Machine 1949 Ford Mercury	\$50.00
Unmade 1:20 Budweiser 8 horse team & wagon	\$60.00
Unmade Bandai 1:12 1968 Corvette	\$50.00
Unmade AMT/Ertl 1:16 1964 Ford Mustang	\$60.00
Unmade Monogram 1:24 Rolls Royce Phantom II convertible (no instructions)	\$20.00
Unmade Monogram 1:25 1959 Cadillac convertible	\$25.00
Unmade Revell 1:25 Billy Carter's Chevy pick-up	\$25.00
Unmade Doyusha 1:24 1967 Datsun Fairlady	\$15.00
Unmade Monogram 1:25 Aston Martin DB4	\$20.00

Classical Gas G Machines Hot Wheels 1:43:

1971 Dodge Challenger	\$5.00
Petrol Charger	\$5.00
1967 Chevy Nova	\$5.00

Johnny Lightning:

Blow Up pick-up	\$5.00
Count Chocula Sedan	\$5.00

Contact Maurice Boyles on 03 488 2246. Postage extra.

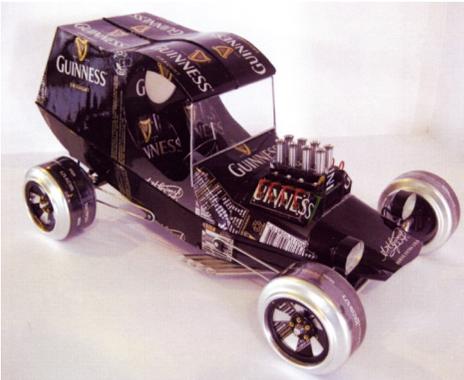
MODELS WITH FIZZ!

Models made from recycled drink cans.

Many years ago, probably in the 1980s, I came across a chap in Dunedin who was building aircraft models out of drink cans which were stapled together with much of the assembly. I thought they were different and reasonable models. I then went to the Warbirds Over Wanaka air show a while after that and came across a chap from Christchurch who was building 500 models a year and selling them every two years at the Wanaka show. The models were all glued together with no staples and so were much superior in finish. He used to sell out of the aircraft models by the end of the first or second day. Since then I have seen a variety of recycled cans turned into models and they seem to show up on stands at various markets and I would think they have been imported from overseas.

Recently I was given a Motor Scooter made from Coke® cans because of my interest in Coca Cola® models and I am sure that is was made overseas.

Recently I made contact with Sandy Sanderson whose creations are obviously 'out of this world' for detail. It takes Sandy 80 hours to complete each model.



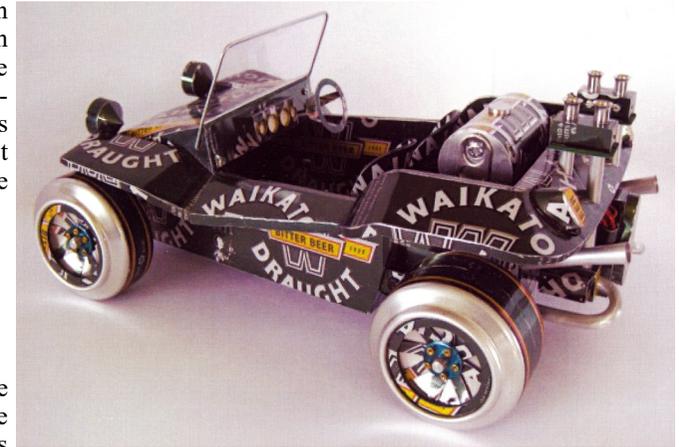
While Sandy was recovering from a nasty motorbike accident nine years ago, he made his first attempt at modelling with drink cans. The subject chosen was a 1959 Formula One car, a Cooper Climax which used eight Coruba® and Coke® cans. As it was such a success; he has gone on to make many more models in this medium.

The models are painstakingly re-created to make the body work, steering wheels, interiors, headlights and tyres and include Hot Rods, Roadsters, Racers and Classic Cars. All metal is glued on to a balsa wood frame to keep the finished model sturdy. Sandy has been selling the models for up to \$2387 each and they all come with detailed plans on how to build each model in the hope of enticing other potential enthusiasts.



Sandy is a trained metal-work teacher and draughtsman. He has always had an interest in model aircraft, classic cars and bikes but it was only while recovering from his accident that he started to take a serious look at aluminium drink cans that had been held back from the recycling bin.

Some makers of recycled can models use the inside of the can (plain aluminium silver) to the outside but this defeats the purpose of using recycled cans as far as Sandy is concerned. It was the resource, so celebrate the fact and don't hide it.



The models, though for sale, are kept in glass cabinets in the Sanderson's lounge and Sandy's



A model F1 car in construction

wife has been handling daily e-mail enquiries from around the world from people who are intrigued by the models.

As can be seen from the photos, these are not just a simple recycled drink cans that are used to make an 'almost' model, as each one is a masterpiece and would grace any collection. More information can be found at

www.sandyscancars.com.

Eric Brockie

BRUSH STROKES WITH MAURICE

Kitset builders/collectors are about, but it may be that they are caught up in other circumstances and time does not permit them to put pen to paper.

I would fall into this category – a while ago I had ideas to write a review of one of my built kitsets, but it did not happen. Why? - I have been occupied with more important issues in my life. However, my interests in the Club are not waning, even though I rarely attend monthly meetings. I try to keep in touch with others and always enjoy the local branch and National newsletters. Even building models is off the agenda for a while.

Warren commented on the lack of finished kitset models featured in *Miniature Auto*. Yes, good point, there should be more photos of plastic kits included. I will attempt to send off some to Ron to include in MA. Some members will recognise them, but newer Club members may be inspired.

Before the popularity of electronic devices for contacting like-minded people in the hobby of model vehicle collecting and constructing, pen pals were the way to correspond with distant modellers. Of the six I made friends with in Canada and the U.S.A, I still keep in touch with three of them. However, only one still builds and the models are scratchbuilt or kit-bashed.

I have constructed a number of garage dioramas with some designed for weekend displays – make up and pull down. One is a reusable base and walls minus the display items so it can be used multiple times. Another is loaded with items that are loose and so is unsuitable to move, and remains in the model cabinet.

Dioramas are a great way to display models and can almost bring a model to life with the add-on items displayed with the subject vehicle. A diorama can be a basic display using only the minimal detail to enhance the subject model, or it can be displayed with lots of added detail. An excellent example of a detailed diorama which was constructed using new methods and experimenting with various techniques belongs to Shayne Spicer. (*Perhaps Seven could supply some photos for a future issue? Ed.*)

I feel dioramas need some type of protective cover to resist dust and generally protect them. My answer to do this is to design and construct a wooden box shape with an opening for a glass or Perspex panel. The front panel I used was a suitable sized picture frame with a glass insert. I have three such picture framed dioramas. Each one is big enough to display one (*1:24/25? Ed*)

One of my early plastic kits I semi-scratch-built in the form of a welding truck (*See MA 133 for a description. Ed.*) that eventually ended up in a picture frame display when I added a realistic animated welding simulation to it in the form a flashing LED.



Now I want to start to design and build another garage diorama. This time instead of a picture frame, I am going to use a ready-made clear Perspex cover under which I will add a base of 16mm MDF with 6mm MDF ends. The thicker base allows the end to be secured firmly with screws rather than glue for trial fitting. The two narrow strips of MDF are fitted along the front and rear of the unit. The unit can then be viewed from the front, rear and above.

This will also be a one vehicle diorama with two simulated operating welders independent of each other. With several batteries needed to power the welding units, I will include them at one end on the outside of the display unit. This will allow access when needed to change the batteries. I will also fit the micro switches on the outside for easier operation.

Maurice Boyles.

Part of the fun at the
A.G.M FAST LAPS!! >>



A.G.M FUN PHOTOS!



CARVILLE'S INTERNATIONAL CAPERS

Where would you expect to find a truck that looks like an old Austin with Redline cab, and a BMC badge on the front? Where would you expect to find a Leyland Sherpa, now called a BMC Levland? And in the same place you will see the old American names of Fargo and Desoto on trucks.



BMC Fatih lorry



BMC Levland pick-up

The answer is Turkey. I spent 24 days there as part of my first retirement OE. And it isn't just an interesting range of vehicles that makes Turkey fascinating. The country is on the cross-roads between Europe and Asia; in fact part of the biggest city is in Europe and half is in Asia. The faces of the people show a wide range of ethnic origins from all the surrounding areas that were once a part of the Ottoman Empire.



De Soto dump truck

It is quite mountainous, made of limestone and marble that has been pushed into all sorts of shapes by the huge forces that operate at the edge of tectonic plates, much the same as in our own country. It's a big country, three times as large as NZ, and while some parts are very sparsely populated there are over 81 million inhabitants, with 14 million living in one huge city, Istanbul.

The thing to make the greatest impact was the many-layered history. Every empire which once held sway left behind tumulus (tombs), buildings, art works and other artifacts that are now treasured reminders of those earlier time. I could not help but think that the arguments over the Christchurch heritage buildings, including our Cathedral, pale into insignificance when you walk around ruins that go back several thousands of years BC.

I also visited the Balkan countries: Croatia, Bosnia and Herzegovina, Albania, Montenegro, Macedonia and Bulgaria. Some of these countries were part of the former Yugoslavia, and there were still signs of the conflicts that took place after the ethnic tensions once suppressed by Tito were unleashed after his passing.



Dodge light truck



Fargo pick-up

The culture in many of these countries is male dominated, and the following **Ten Montenegrin Commandments** seem to sum up the situation very well. Nothing that I saw contradicted them!

1. Man was born tired and he lives to rest
2. Love your bed as you love yourself
3. Rest during the day, so during the night you can sleep
4. Do no work; work kills
5. If you see someone resting, help him
6. Work as little as you can, and let others do what they can
7. In shade is salvation, nobody has died of rest
8. Work brings illness; don't die young
9. If, by chance, you wish to work, sit, wait, you will see, it will pass
10. When you see others eating and drinking, move closer, if you see them working move away, do not disturb them

I also made brief visits to Paris and Barcelona. When I last visited Barcelona, in 1975, the new (started in the 1880's) cathedral designed by the famous architect Gaudi called Sagrada Familia, was just some incomplete towers and walls. It is still not finished but the main building is now completely walled and roofed over, with beautiful stained glass and sculpture. It is an absolutely amazing building.

Of course, it was in England where models became of greatest interest. I managed to visit several shops that I have purchased from by mail order, such as Modelmania in Bristol, Hattons in Liverpool, Cheltenham Model Centre in Cheltenham and Roxley Models in Surrey. It was interesting to see that these and other shops had a large model train section. In fact, it seemed that model trains was the backbone of the business. Only St Martins Models in London exclusively stocked model vehicles. I visited John Hope, the instigator of Ruby Toys, (latest release shown), George Hatt of Digbys Models, and Alan Smith of ASAM, maker of white metal truck kits. The Hornby Visitor Centre in Margate was a little disappointing because of an emphasis on Hornby trains, and less on Corgi than I had expected.

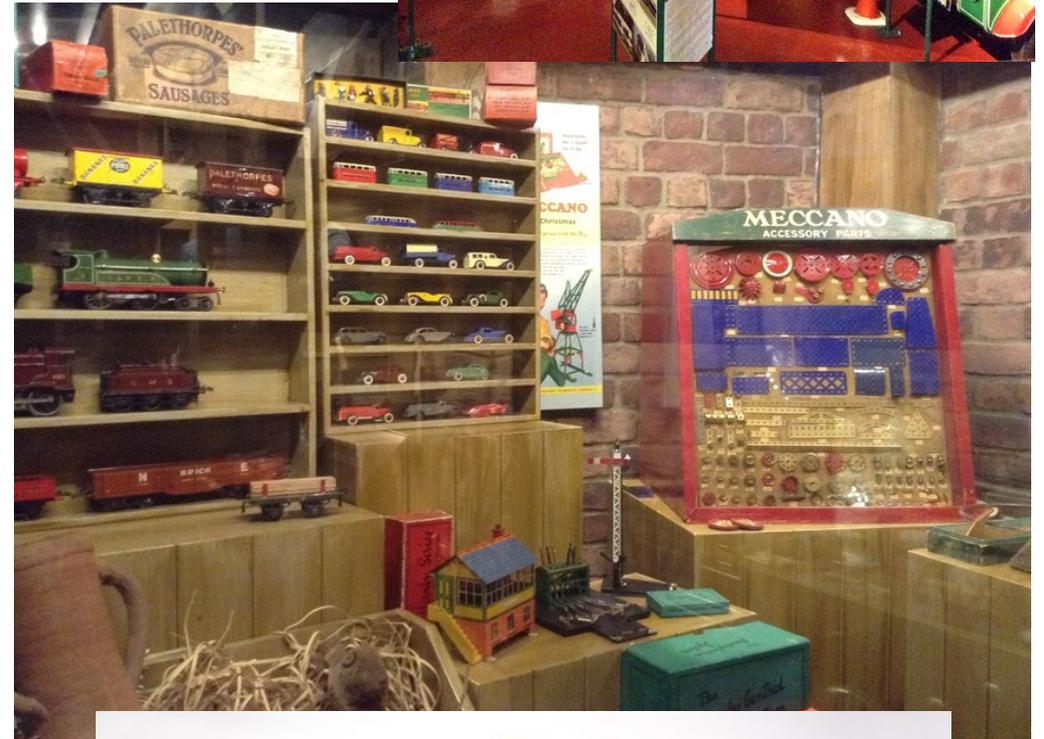
In terms of actual vehicles, I visited the Cotswold Motoring Museum and Toy Collection in Bourton-on-the Water, a relatively small but interesting collection in a delightful Cotswold village. The Heritage Motor Centre in Gaydon contains many more vehicles with an emphasis on those with a connection to BMC. Jaguar and Aston Martins were also well represented, unsurprising as Jaguar (and Land-Rover) are made very close by. This large collection was well displayed in a modern purpose built building. (photos I stayed near Gaydon for two days, as there was also a Toy Fair at the heritage motor centre. There was a smattering of original Dinky, Corgi and Matchbox, but there was also a large number of Corgi Classics trucks and Yesteryear models at very reasonable prices that did not appear to be moving very quickly.



The Commercial Vehicle Museum is appropriately located at Leyland in Lancashire in a building that was once part of the Leyland plant. Whilst the museum is not as big as the once proud British commercial vehicle industry might have justified, there are some iconic lorries represented, including the Scammell 100 tonner and notable Fodens, ERF's and Leylands.



Some of the photos of the museums that Carville visited on his latest trip overseas. Also see page 14.



Ruby Toys Dennis Pax van varieties

A visit to a large auction house was also interesting. Here I learned that auctions are often only attended by a handful of people as internet buyers are by far in the majority. The once steady rise in auction prices seems to have slowed, though rare pieces do command a premium price. Original Corgi, Dinky and Matchbox are usually sold as individual lots, but many of the models bought in 1980's onwards are not yet selling well and are usually offered as multiple lots containing up to ten models. The size of this establishment was impressive, with three court sized storage and preparation 'rooms'. Auctions for dolls and 1970's toys – such as Action Man and TV related themes are strongly supported.

I visited Liverpool for the first time, staying near the Binns Road Industrial Estate. Dinky collectors will understand the significance of this address. Frank Hornby was featured in the Liverpool Museum, being part of the industrial importance of the city. It was interesting to visit the Slavery Museum in the Maritime Museum, as much of the prosperity of Liverpool (and other cities such as Bristol) was made in the time of the slave trade. Also of interest was the contemporary architecture of the Catholic Cathedral, a possible model for Christchurch.

An overwhelming impression of all the places visited was the number of people and the density of traffic. Even though I lived in England for several years in the mid 1970's the crowds of people were difficult to cope with. The freedom of travel coming from membership of the EC has resulted in huge groups of foreign speaking tourists being at every tourist attraction on top of the much higher number of locals than New Zealanders could ever be used to. The wide open spaces and small population of NZ have a lot to recommend them! And driving on the very busy motorways requires a level of concentration that leaves no space for sightseeing.

Some overall 'model' impressions include the observation that a number of the people involved in the model market are getting near, or are past retirement age. There are fewer model shops catering for collectors, but there are more mail order only stockists. The main brands stocked were the Hornby brands – Airfix, Humbrol, Scatextric, Hornby and Corgi. There is a genuine concern that the number of old fashioned collectors is decreasing, and the observation that interest in toys of latter years is quite strong.

Difficulties with China was a fairly common theme, evidenced by the cancellation and/or delays advertised for some ranges. One person involved in having models made in China told me of the change in attitude shown by the Chinese diecasting companies. Once very co-operative their attitude has become 'take it or leave it' with delays and quality control mistakes becoming too common and difficult to negotiate. Costs have also shown a considerable increase.



MA251 p16



Cawille

BEND IT LIKE?

A while back there was some discussion about the problem with the quality of metal used to make Corgi Classic lorries. Some disintegrated in the display case. I did not think any of mine had been affected but when I recently reorganised some of my display cases, I came across a Bedford S articulated lorry that the rear deck had a definite dip in its alignment. Ah, you might say, perhaps it was caused by the weight of the 'load' as some of the cold cast ones are pretty heavy, but the ones on this lorry are hollow plastic packing cases weighing 22 grammes in total (5.5 grammes each). I have another similar Bedford S articulator that is still perfect and the load on that (a railway container) is 257 grammes! It is reported that the factory in China used recycled metals, so impurities abound.



Corgi Classics are not the only modern makers to be afflicted; I also have a Nacoral (Spain, copy of Tekno) Volvo F89 that the chassis has disintegrated. Also some of the early RIO veteran cars have so called 'fatigue' (inter-granular corrosion).

Plastic is not immune either as a Corgi Toys Mack articulated tanker has a web of cracks in the otherwise mint tanker body which is made of plastic. I assume it has been caused by leaching of the plasticiser. The effect can be seen from car plastic dashboards as a film on the inside of the windscreen.



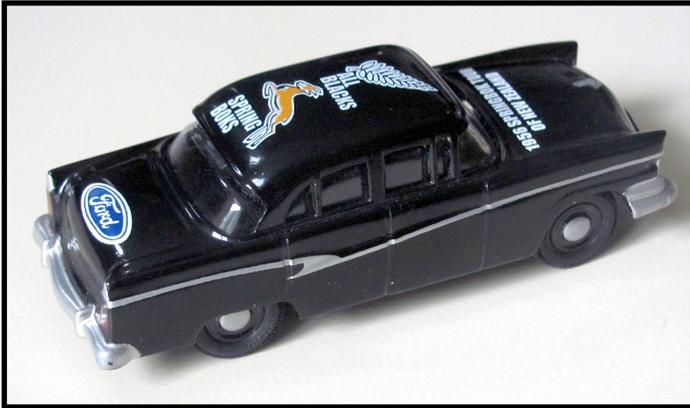
Ron

MICRO MODEL PROMOTIONALS PART 6

MP701 Ford Customline sedan '1956 Springbok Tour of New Zealand'

To be honest I don't know if this qualifies as being a promotional as it probably was not sold through the New Zealand Rugby Union (unless someone can confirm) and should be considered as a commemorative issue on general sale. However, Micro Models Ltd. Gave it an MP number so it must be considered in that respect.

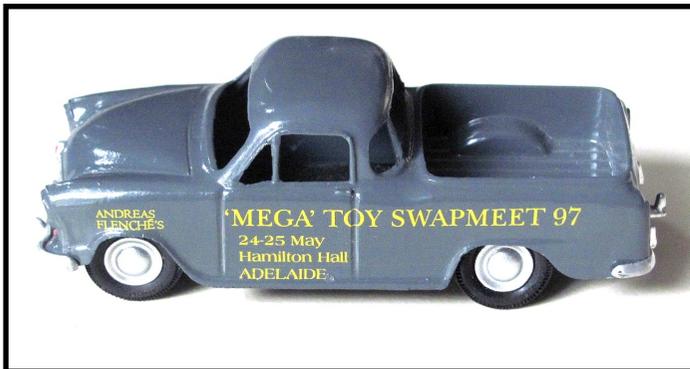
Painted 'all black' with mainly white tampos signs—'1956 SPRINGBOK TOUR OF NEW ZEALAND' on the bonnet just ahead of the windscreen facing forward, the two team's logos and names on the roof facing rearward and the FORD blue oval on the boot lid. Some extra work has been done on the casting with the ugly die joint reworked to be almost invisible. Silverwork side decoration is tampoed on and there is glazing added. The Limited Edition numbers were **AB xxx** Incidentally, other rugby 'promotionals' were in the pipeline—MP803, FORD Mk,1 Zephyr '1950 British Lions', MP804 Ford Mainline Ute '1953 All Blacks Tour of England' MP805 Ford F6 truck '2NZEF Kiwis Rugby Team'. None of these appeared but I do have black painted Ford Mainline and Ford F6 with no tampos printing.



MP702 Holden FE Ute 'Adelaide Mega Swapmeet 1997'

A follow on from MP601 (MA 249). This is the standard Holden FE Ute casting and painted a rather uninspiring dark grey with yellow lettering. No special stall holder's issue this time.

'MEGA' TOY SWAPMEET 97, 24-25 May, Hamilton Hall, ADELAIDE tampoed in yellow along the sides with 'Andreas Flenches' (organiser?) over the front wheel arch' Limited Edition numbers were **XJ xxx**



ODDBALLS

I am fascinated by oddball designs for motor vehicles. Not the Custom Car type that many members are keen on, but those created by the mass produced car (and truck) industries. Luckily, Part Works are bringing many such weird creations to market. Not necessarily in New Zealand, but through the secondary market on the Internet and so on.

There seems to be many sellers on eBay from Hong Kong and China that stock 'overflows' from the Part Work industry. If you are lucky enough in the UK, many Pound Shops appear to source their stock from similar areas—or in other words 'dumping'.

One item that caught my eye was this Russian Taxi. I have no idea what makes it and whether it is based on a real vehicle. It has the look of a fifties idea of what the car of the future would look like!



Next there is a Horch H3 truck (actually made by IXO in their IST range).

Then finally there is an Austin A125 Sheerline from 'Heads of State' vehicles.

All the above are 1:43 scale and made metal and plastic

Ron



MORE AGM FUN PHOTOS!



Wanted wanted Wanted wanted Wanted wanted

Kitset News,
Diecast News.
Any Hobby News whatsoever!