

Miniature Auto

ma253

New Zealand

47th year of publication!



Maurice Boyle's AMT 1:25 1936 Ford Roadster built in 1974



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

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: **Graham Peterson**, 97 Tramway Road, INVERCARGILL 9812
Phone (03) 216 5477

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 nzmvcwgt@nzmvc.in-newzealand.com

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

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ACCEPTING CONTRIBUTIONS TO MA NOW!!

EDITORIAL

Older members will be saddened by the passing of one of the 'founding fathers' of the Club—Maurice Woolley. Carville has written a heartfelt eulogy (page 10) which sums Maurice up very well.

As Carville noted, Maurice kept his interest in the hobby right through and I like to think it was helpful in keeping him going as long as it did. Another sad point was that Maurice had so much knowledge of the hobby especially with New Zealand products as well as Dinky, Corgi, Matchbox etc. He was always planning to write a book on New Zealand automotive toys but nothing eventuated. There is still a gap in this area notwithstanding David Veart's New Zealand Toy Story reviewed on page 13.

Maurice was wise in that he passed the bulk of his collection on to his nephew about four years ago. Sound advice would be to make concrete arrangements as to the fate of your collection in the future.

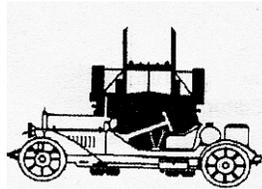
Carville also points out the emergence of a number of new players in the 1:18 model market. I have just read a critique by an English retailer of how much 1:18 models have escalated in price with many cracking the £100 mark—well ahead of inflation, so it is strange that many new makers are attempting this market. One of the major problems with 1:18 (1:12 and so on) is that they take up so much space to display as Carville notes.

Fortunately there is a similar trend in 1:43 scale with several new makers coming to that market. Most are resin cast however, which is very good for fine detail but is quite unforgiving to 'bad handling' (don't drop them!).

Planning has started for the national AGM (see advert. on page 5). Eric exhorts us all to make the effort to attend. In his words 'See you there!'

Ron

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BRANCH NEWS

Southland ~ report by Fred Hawkes:

January 2015: Hi There Folks,

Happy New Year and I hope Santa was kind to you all This is just a quick note as time is passing by at a great rate of knots.

Our December meeting was held at The Invercargill Workingmen's Club on Saturday 20th and was a great success with everyone present having a good time and eating too much! This was a social meeting only and everyone paid for themselves.

Competition Results [No competitions held]:

Now it's **February** and the year is constantly ticking around.

Last Saturday we had our stall at Glengarry Market and thanks to Barry who popped over and gave a hand for a while which gave me a chance to have a leg stretch. A few raffle tickets were sold.

Our January meeting venue had to be changed at the last minute to the Fire Museum due to a bereavement in the Graves Family. We extend our condolences at this sad time.

Competition Results [Kitset - Aircraft, Diecast Large - Factory Stock, Diecast Small - Matchbox Model]:

Kitsets	No Entries	
Diecast Large:	1st F Hawkes	Mercedes 300SL Tourist
	2nd G Peterson	64 Ford Mustang
	3rd D Peipi	Ferrari
Diecast Small:	1st F Hawkes	'32 Mercedes Benz L5 Lorry
	2nd G Peterson	Ford Sierra

March:

Our February meeting was held at Noeline and Malcolm Shaw's Museum and an enjoyable time was had.

Competition Results [Tractors - all classes]:

Kitsets:	1st No Entries	
Diecast Large:	1st D Peipi	Blue Tractor
Diecast Small:	1st F Hawkes	Massey Harris Tractor

Otago report by Eric Brockie.

February 2015 Club Night:

We had a good number in attendance for the night. However, the challenge for the best pickup in kitset that was put forward by **Ben Dillon** some time ago, did not receive the entries that were expected as only three members taking up the challenge to build a pickup model. It was a bit unfortunate because Ben travelled down from Christchurch to attend the meeting.

We saw a good variety of models entered into the competitions and a few kitsets as well, so it was good to see a few more kitsets as well as the new diecast models that our members had received since our November 2014 meeting.

Results for the competitions were as follows:

Kitsets:

1st	Ben Dillon	Ford Falcon Ranchero pickup
2nd	Bevan Wilson	1932 Ford pickup
3rd	Evan Blanche	Chevrolet pickup

Diecast:

1st	Barry Mills	Vulcan bomber
2nd	Graeme Obrien	1952 Chevrolet
3rd	Evan Blanch	Bofar artillery gun

Members' choice for the night went to Ben Dillon with his model of a snap kit Revell GMC pickup. Lucky door prize went to Ben Dillon who even managed to draw his own

National Annual General Meeting 2015

Dunedin May 16th & 17th 2015.

Full details of the weekend will be forwarded to all Members in the near future.

See you there!

CARVILLE'S CAPERS

Delving into my copies of Modellers' World magazines to research Benbros models resulted in also looking at the advertisements in the front and back of each issue. Modellers' World was published from 1971 to 1985 so it was inevitable that "I wonder what happened to them" would get asked. I've made a list of just the British makers of mainly white metal models, and included any current information that I know:

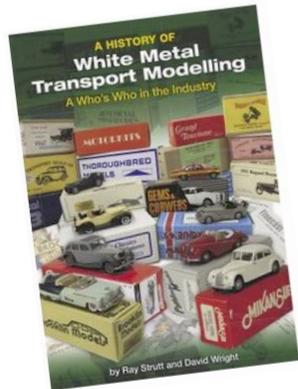
Most of these were attractive models and well worth continuing to make and marketable. So what has happened to the masters and/or moulds that they were made from?

<i>Brand name</i>	<i>Person responsible</i>	<i>What were they</i>
Toys of Yesteryear	J Hodges	Dinky style finished model cars
Pirate Models	Peter Cox & Guy Harrison	4mm scale white metal bus kits; now owned and marketed by John Gay
Mayes Models	Mike Stanton	7mm record car models and Rolls Royce armoured car
Somerville	Doug McHard	7mm white metal finished models; now owned by, and marketed by Promod
DG models	Dave Gilbert	Dinky copies and Dinky style finished models
Len Buller	Len Buller	1/60 th Dinky style military finished models
Motorkits	Bryan Garfield Jones	1/43 rd white metal kits of cars and vans
MetalModels	Derek Barratt	1/43 rd white metal kits of light commercials
Alan Smith	Alan Smith	1/48 th white metal kits of commercial and military vehicles; now combined with Anthony Molay as trading as ASAM
Transport Replicas	Jim Varney	4mm scale white metal kits
Grand Prix Models	Brian Harvey	Dinky copies

After looking at the Modellers' World magazines, I then turned to my small pile of Meccano Magazines. What a clever marketing ploy the Meccano Magazine was. Not only was every Meccano/Hornby product advertised – up the twelve pages of their own products in some magazines, including those dating back to the 1930's, but there were so many good articles that would appeal to boys at the time. Aviation, Railways, Shipping, General Engineering and Geography were all covered, and eventually, articles on space exploration/

rocketry appeared. There were always pages devoted to stamp collecting, and articles on the use of Meccano and Hornby products. The Meccano Guild and the Hornby Railway Guild pages featured notes from the Secretary as well as reports from UK clubs and those from around the world. The Commonwealth countries seem to be included the most – Australia, Canada, India, New Zealand, South Africa, but there is also evidence that the Meccano name was well known in other countries such as Argentina, Norway, Malta. Fireside Fun was the jokes page, and they were mainly very topical and very very corny (and non-PC)! And then there are masses of very evocative advertisements from the likes of Gamages, Hamleys, Tri-ang, Bassett-Lowke, Skybirds, Lott's Chemistry, Plasticine, and Frog to name just a few.

Funnily enough, I have also been looking through old magazines including Modellers' World and the Meccano Magazine. Carville mentioned the subjects covered by the Meccano Magazine and I was amazed that they featured two activities that I ended up doing myself when I was employed by the D.S.I.R (as it was then) - Seismic Surveying and Aerial Magnetometry.



Some more brands of white metal kits/models include: Mikan-sue (of course), Paddy Stanley and John Day. It fact, there are enough to fill a book! Ed.

Oxford Diecast seem to be going from strength to strength. I do not know how it is possible to produce so many models, though I would have to say that their recent 1/43 Jaguar E type does not look quite right. It is reported that they have recently signed a deal to create models based on iconic Aston Martin cars. A DB9 and a DBII will be released later this year. Rumour is that another famous brand will be signed up soon also.



A report from the Nuremberg Toy Fair suggests that the strongest trend emerging this year is the rapid increase in 1:18 scale ranges. At Nuremberg this year there was profusion of 1:18 scale models, and in particular an increase in the number of ranges showing detailed resin and phot-etch 1:18 scale models. At the same time existing suppliers also showed a variety of new detailed 1:18 scale diecast models. Active manufacturers include GT Spirit, Cult Scale Models, Ottomobile, Solido, Welly, Paragon, Abrex, Bburago, Maisto and Premium ClassiXXS. Just imagine the size of the display cases!

Carville Stewart

MODEL SCRUTINEER

Recently there was a letter of complaint in a UK model car magazine that there was too many articles on Dinky Toys in it. I guess the same finger could be pointed at Miniature Auto, but in the absence of other subjects contributed by Members, I have to follow the old adages of 'write of what you know' which in my case is Dinky Toys. Perhaps much to your relief, here is something a bit different.

Trax Models (Australia) Vauxhall Series E Vagabond (1952-1955) TRR08.

This is part of an increasing range of resin cast models from Trax. The advantage of resin casting is that the tooling is less expensive (although fewer models can be made from each mould) and so more exotic subjects can be made.

The Vauxhall Vagabond was a typical Aussie conversion that they loved. It either involved shoe-horning a big motor into a small car (like the Morris Marina) or making chop tops like the Vagabond.

I saw a real one in Upper Hutt at a garage near where I worked that specialised in classic cars. Most impressed with it.

The model seems to have captured the lines very well. However it seems quite short for the E series Vauxhall. I can't find any technical specs on the car so I assume it has a shorter wheelbase than the saloon. I really like the plated parts on this model, especially the heavy barred grille and the famous bonnet flutes. There are some very fine photo etched windscreen wipers too. There is a neat plated windscreen frame as well.

All the lights are glazed in clear or red as appropriate





The interior is well detailed . The gear shift lever looks a bit heavy. The internal door fittings are either picked out in silver tampo printing . The folded roof cover is a bit plain with the studs simply printed on the form.

Underside is semi-detailed with the frame being shown but only sketchy running gear indications.

The Vagabond is painted bright red with a cream and red interior. It can be ordered direct from www.topgear.com.au. Other rag tops recently available are the the Ford Anglia 10 Tourer and Austin A40 Tourer.

There is an old joke where a Humber Super Snipe is being filled up at a petrol station and the attendant (se I told you it was an old joke), called to the driver, "Would sir mind turning off the motor as it is gaining on me!"

A recent release by the Oxford Automobile Company is a 1:43 Humber Pullman. The example I have is one owned by the Rothschilds so maybe they could afford the petrol.

The model is very well done with many plated and painted parts that enliven the model. The grilles have been given a backwash of black to enhance the detail. The headlights and auxiliary lights are clear glazed with the side lights and taillights being plated inserts. The taillights should be opaque white lenses and the silver plating is not convincing.

The interior detailing is good and includes the all-important clear partition behind the chauffeur's seat. The steering wheel looks a little heavy. The base is semi-detailed and we are treated to a plated exhaust system. It has a very nice paint job of black over maroon.

However I don't think much of the crest on the doors as it just looks like someone has been cleaning their paintbrush and splatted it with black paint! Maybe Oxford could not get permission to reproduce the crest?



Ron

OBITUARY—MAURICE WOOLLEY

Maurice John Woolley: 18th August 1930 – 28th February 2015

After a period of frustrating ill-health, the God-Father of New Zealand collecting passed away recently. Maurice had a splendid world-class collection, specialising in Dinky Toys and New Zealand made models, but also containing a fascinating range of models from around the world.

He started young, being given Dinky Toys as a youngster. His first job was on the family farm, but while still a young man he moved to Australia, working at the Ford motor Company in Geelong and in the shipbuilding industry in Adelaide and Perth. The greater range of models available in the bigger Australian market helped him establish his collection.

On return to New Zealand, Maurice worked as a night-watchman at Longburn freezing works and then in the building industry as part of Woolley Brothers and also on his own account. His last job was in the Maintenance Department of the Palmerston North Hospital Board.

I first visited Maurice in the late 1960's, when he was living at Bunnythorpe, between Palmerston North and Fielding. At that stage he housed his collection in a shed adjacent to the house, and what an Aladdin's Cave that shed was. I had never seen such a large collection before, and many of them were quite rare. It was quite overwhelming, tinged with just a little envy. Their owner, Maurice, was a really nice guy, quiet and unassuming, generous and willing to pass on his considerable knowledge to a relative beginner. Many others that were fortunate to visit that shed were similarly amazed and inspired by what that saw.

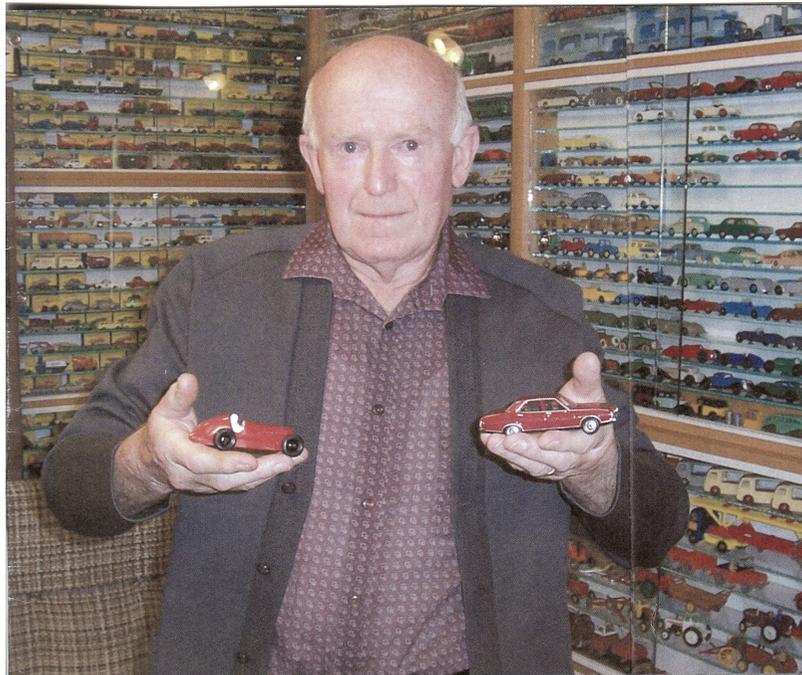
When he later moved into Abraham Crescent in PN, his house was slowly taken over by his collection. A bedroom became a model room, then the living room became a model room, then another bedroom became a model room and then the hallway became a model room. Boxes were stored in the garage, and there was a cottage industry set up behind the garage making display cabinets for his own collection, as well as for many other local collectors.

Again, visitors who saw the collection were in awe of Maurice's world-class collection.

Maurice was an active member of the club that was established, serving as the local delegate and a term as president. He was also very active in the local hobby/collecting fraternity, and helped to organise an annual combined hobbies exhibition for many years.

Maurice enjoyed several trips overseas, visiting many with whom he corresponded and exchanged models. He was well known by many well established overseas collectors and was known as an expert and writer of articles on New Zealand made models.

Although frustrated by his medical condition in later years his interest in his hobby never waned. Whilst at the Olive Tree complex he still received the occasional model and kept up to date with the specialist hobby magazines. There was always a twinkle in his eye when I managed to visit him, and plans were quickly made to get out for a few hours. As you can imagine, we always ended up visiting model related places.



With Love We Remember

Maurice John Woolley

18th August 1930 ~ 28th February 2015

So farewell Maurice; passionate and extraordinary collector.

Carville

MA253 p11

MODELLING WITH MAURICE

Hi fellow modellers! No model building here I have to admit. I'm kidding myself thinking I can keep up the model building monthly. Do others feel this way? I am just concentrating on the diorama for the present. Ron wanted to know what scales I use – 1:24 and 1:25.

I enjoyed Carville's article on his international capers! Also Sandy's aluminium can models were amazing.

I purchased an illuminated magnifying glass for my model desk recently – a sign my eyesight isn't the best.

My passion for building and collecting pickup models has now gone a step further, for now I have my 1949 Ford Bonus Pickup parked in my garage – finished and freshly painted. As well as admiring this 65 year old truck – I now get to drive it too!

To stop you twiddling your thumbs, here are pictures of some I prepared earlier...



Monogram 1979 Dodge pickup (above).
1:24 Built 1981

Yes, I guess we all notice the difficulty of seeing small parts as we get older. I have a head magnifier that I use all the time now to get onto the teeny bits. Ed

Monogram 1:24 1941 Ford pickup
(right). Built 1981

Maurice Boyles

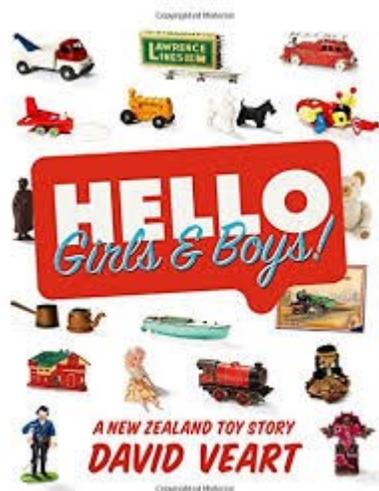
AMT 1:25 1936 Ford Roadster
Built 1974 (see front page).



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MA253 p12

BOOK REVIEW



“Hello Girls and Boys!” “A New Zealand Toy Story” by David Veart, Auckland University Press ISBN 978 1 86940 8213, published 2014. Over 300 pages and priced at \$65.

The subtitle ‘A New Zealand Toy Story’ is quite apt as it is an interesting narrative BUT falls short in detail. David Veart is an Auckland Academic and the book is written in the style of a university thesis with a vast series of footnotes. However, the book is a reasonably read. The format of the book covers from pre-European times through to the 2000s in seven chapters or sections – pre-European, 1840-1900, 1900-1945, 1946-1960s, 1960s-1070s, 1980s, 1990s-2000s.

For the model vehicle collector, there is generally only passing references made to diecast toys with such items as Lincoln Matchbox, Tonka Intercars and of course Fun Ho! And even Tommy Doo, but nothing on Micro Models, Spot On and so on even though other Lincoln Industries and Tri-ang products are detailed.

Politics has had a big influence on New Zealand toys from the post-World War II restrictions, the Matai Toys debacle and Rogernomics.

Of particular note is in the Acknowledgements where thanks are given to the New Zealand Hornby Collectors’ Association (which explains the fairly good coverage of Hornby trains in particular the NZR specials) and the Auckland Model Vehicles Club. No comment about that...! With reference to the Lincoln Matchbox Toys, the research assistant went to Robert Newson’s web site www.robertnewson.co.uk/articles/LincolnMatchbox.html (the book has it wrong with a dot instead of a forward slash after the uk address). Robert’s information actually came from our Club. Also for the reference to Tonka Intercars, the note refers to Eric Brockie’s article in Miniature Auto on the Intercar range gleaned from our website www.nzmv.com, yet misses all the other information that our Club has on offer. Maybe we need to ‘beef up’ our website?

Ron

THAT'S NEWS? - THAT'S NEWS!

Cult Scale Models 1:18 resin:

Rover 3500 P6b	Jensen Interceptor
Bentley S111 Continental Flying Spur	Jaguar XJR XJ40
Bentley MkVI Saloon	Mercedes-Benz V114 Lang
Jaguar E-Type Low Drag Coupe	

Paragon 1:18

Daimler 250 V8	Jaguar E-type Lightweight
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AUTOart 1:18

Nissan Skyline GT-R Bathurst 1991 & 92 Red Bull X2014 Sebastian Vettel
DeLorean DMC-12

Neo 1:18 resin

1904 Rolls Royce Silver Ghost

Norev 1:18

Citroen DS 5	Citroen Dyane 6
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Minichamps 1:18 metal and resin

Duesenberg J Torpedo Boat Tail	Hispano Suiza J12 Cabriolet
Brabus B63-620 Widestar	1956 Chrysler Norseman concept
Bentley Continental SC	

Ottomobile/GT Spirit 1:18

Ford Mondeo ST24
BMW 635 CSi
Volkswagen Beetle
Volkswagen Corrado VR6
Bentley Turbo R
AMG Mercedes-Benz.
Renault Megane RS Trophy R 2014



Oxford Diecasts 1:43

Aston Martin Vanquish coupe	Aston Martin V121 Vantage S
<i>The Aston Martins are the first fruits of the new arrangement referred to by Carville.</i>	
Datsun 240Z	

Bburago (Maisto) has recently acquired the 'official' license to produce Ferrari models in various scales:

Bos-Models 1:43 -

Audi Quattro Spyder 1991	AWS Shopper 1971
Buick Riviera 88 1988	Daimler DB 18 Hooper Empress 1950
Cadillac de Ville convertible 1970	Cadillac Seville STS 1992
Chevrolet Corvette Rondine 1963	Chevrolet Malibu 2-door 1974
Chrysler SS 1952	Chrysler Atlantic Concept 1995
Citroen CX Nilsson 1985	Citroen SM Opera Henri Chapron
Fisker Karma 2011	Ford Sierra Turnier 1982
Ghia 230S 1963	Gutbrod Superior Coupe 1953
Hanomag Partner 1951	Isdera 112i Commendatore 1993
Lancia Kappa Coupe 1997	Lotec Sirius 2000
Mercedes-Benz 200 Binz wagon 1974	Mercedes-Benz 300C Binz 1956
Mercedes-Benz 600 Nallinger 1963	Mercedes-Benz 600 Pullman Hearse
Opel Acsona C RS hatchback 1984	Opel Corsa A TR 1982
Rolls Royce Silver Cloud III DHC 1964	Rolls Royce Silver Wraith Empress 1956
Rometsch 4-door Beetle 1953	Rometsch Lawrence convertible 1957
Studebaker Avante 1963	Studebaker State Commender Starliner 1953
Tatra T97 1938	Vector M12 1999
Volvo 264 TE Limousine	VW Dannenhauer and Stauss convertible 1951
VW Passat Variant GT Syncro 1985	

Wow, what a variety! Out of the 37 items, only a few have been modelled before>

Fox Toys 1:43 -

Moskvic 412 Police	DKW F7 pickup
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Esva Models 1:43 -

1934 Hispano-Suiza J121 convertible	Humber Super Snipe 1940s
1930 Pierce Arrow Model B Roadster	1937 Duesenberg SJ Town Sedan
1932 Autro Daimler ADR 8 Alpine	1958 Peerless GT

Ixo 1:43 -

Triumph Herald Police Panda	WRC Volkswagen Polo R
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Neo 1:43 -

Mercedes-Benz W123 Hearse	Ford Taunus P7 Pullman Hearse
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Kess 1:43 -

1968 Ford LTD Country Squire

Matrix 1:43 -

Triumph Italia	1980 Jaguar XJ SIII Estate.
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Save up your pennies!

SNIPPETS

Just spotted on Trade Me from an Invercargill Pawn shop—an unredeemed Micro Models NZMVC 25th Anniversary Holden FJ van for sale by auction. Interesting!

I have just completed the Trans Alpine rail trip which was very enjoyable if a little long due to several holdups along the way. While surfing the offering of a Hong Kong seller on eBay, I came across a model of the Trans Alpine Express by Atlas in their Minitrains 1:220 (Z Gauge) series, so I just had to have it.



Of course it is nothing like the current train, but it is interesting that Atlas has modelled the train as it was. Of course the track gauge is too broad for NZ but at 1:220 it isn't too obvious.

I have recently installed LED lighting in my model shed. It is fairly expensive still but has come down somewhat recently with a 50 watt equivalent pot lamp costing about \$10. Apart from the savings in power—about 10% of an incandescent bulb, there also less heat. The main advantage is the lack of UV in the output which is the main culprit for paint fading and window fogging. Compact fluorescent bulbs have a high UV content as well as being slow to come to full brightness although they are getting better.

I have tried using LED bulbs for photography but they seem to be modulated by the ac sine wave or deliberate circuit design—you can see this modulation on film of a car with daylight LED powered lamps. The problem on the photography side is that it can interfere with the shutter when the button is pushed and be affectively 'out' when the shot is taken (i.e. very dark).

HAPPY MODELLING ALL!

Wanted wanted Wanted wanted Wanted wanted

**Kitset News,
Diecast News.
Any Hobby News whatsoever!**