

Miniature Auto

ma256

New Zealand

47th year of publication!



Brazilian part-work Chevrolet Amazona
Probably made by IXO, see page 15



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

The Nederlandse Algemene Miniatuur Auto Club better known as NAMAC has celebrated its 50th anniversary—just a few years ahead of our own 50th. I have lost the reference to the current membership of NAMAC, but I recall working out that if the NZMVC had the same proportion of the population as the Dutch have, then we would have 4,000+ members! Where are they?

Part-works and subscription are becoming a major source of collectable models—not only for cars and trucks, but aircraft, military vehicles, fire engines, locomotives/railways and even ships (as kits). A good source of obtaining these items is the sellers from Hong Kong/China (on eBay etc.) that seem to have access to ‘excess stock’. In this issue, there is a review of models of Brazilian cars.

Some members may grumble about the lack of variety within the pages of *Miniature Auto*, but this is only what is forthcoming from the membership, or written by me. Apart from the usual subjects covered, there are many fields not currently covered in *MA* include: agricultural vehicles, trucks (once a very popular field of collecting), fire engines, sports/racing, plant and equipment, TV and film models and so on. And what about slot cars? In the past, they evolved into a high tech chassis with a ‘blob’ for the body, that many did not consider as models. Indeed, the Club found they were only acceptable if the motors were removed. Nowadays, they seem to be good replicas of real racers—saloon or single seaters, etc.

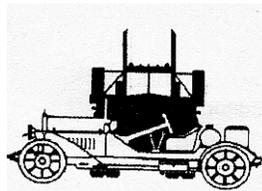
What about Matchbox Toy collecting? Is it still ‘alive’? Also Yesteryears, even though there are no currently produced ‘new’ models.



Have a great Christmas!

Ron

An example of a current Scalextric Ford Escort Mk.1 slot car.



IN THIS ISSUE:

Editorial	3
Seeing the light	5
Meccano 'kits'	13
Letter	14
Yeeha Toys	19
Tailpiece	20

Branch News	4
Carville's Capers	7
Models for Brazil	15
Dinky Toy copies—again!	16
More Old Habits	19

BRANCH NEWS

SOUTHLAND:

Report by Fred Hawkes:

Spring has sprung the grass has rizz, now I wonder where me mower is! Yes spring is really here at last and all we have to do is wait for someone to tell the weather.

Graham Peterson has been in contact with 040 Models with a view to having a night out there - he has found out they hold nights during the months of May, June and July so we will look at this next year.

Our September meeting, held at Graham Petersen's, was the best we have had for some time and it was good to see Vern Gill there.

Competition Results ["British and Blue" for all classes]:

Kitsets:	1st	Fred Hawkes	Austin Ambulance
	2nd	Fred Hawkes	Sopwith Camel
	3rd	n/a	
Diecast Large:	1st	David Peipi	AC Cobra
	2nd	Graham Petersen	Fordson Tractor
	3rd	Noeline Shaw	Ford Coupe
Diecast Small:	1st	Graham Petersen	Foden Steam Wagon
	2nd	Malcolm Shaw	Lanz Bulldog Tractor
	3rd	Sam Findlay	Morris(?) Mini Pickup

Well the year is certainly whizzing by and it won't be long until the Jolly Fat Man in the Red Suit will be arriving with his sack of goodies.

Our October meeting was held at Graham Petersen's and a good time was had by all present.

Competition Results ["Continental and Silver" for all classes]:

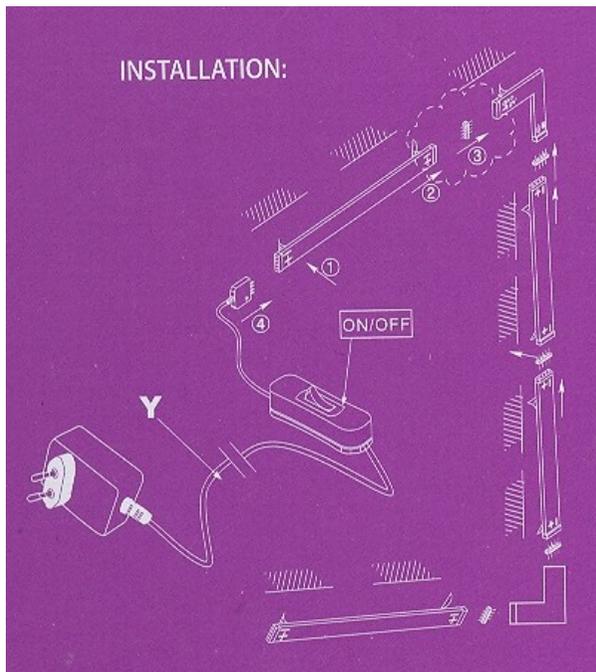
Kitsets:	1st	Sam Findlay	Citroen
	2nd	Sam Findlay	Porsche
	3rd	Fred Hawkes	Opel Army Ambulance
Diecast Large:	1st	Graham Petersen	Claas Harvester
	2nd	Graham Petersen	Mercedes-Benz
	3rd	Sam Findlay	Ferrari F1
Diecast Small:	1st	David Peipi	Maserati
	2nd	Fred Hawkes	Mercedes-Benz W196
	3rd	Sam Findlay	Citroen Rally Car

SEEING THE LIGHT

Whether you are a 'pay and display' fan or someone who spends hundreds of hours carefully crafting a scaled down replica of your favourite car, you are bound to want to show them off. Whatever type of display idea you use, lighting will be an important part of the equation. Sunlight, either direct or indirect is highly undesirable due to the damage to the paintwork and plastics by the ultra violet (uv) and excessive heat by the infrared (ir) content of sunlight. There is enough uv radiation from fluorescent bulbs to do damage in the long run as well. Incandescent lights may be acceptable but they give a yellowish light and a great deal of ir in an enclosed space.

LEDs (Light Emitting Diodes) have been on the market for some time, but their light output has been restricted to use on panels and digital clocks, etc. However, like all technology, there have been many advances in brightness and colour, in particular, the Nobel Prize winner's blue LED. As a result blends of colours has resulted in a big variety of light effects and now LEDs are being used in many household applications from Christmas Tree lights to room illumination. Of course, they are now used in the model world, and it is hard to find a model railway layout at exhibitions without the 'crash scene' with all the LED flashing lights, etc.

You may wonder what this has to do with display lighting, well, recently I have discovered strip lighting that is flexible and comes with a self-adhesive backing to mount wherever it is required. I had considered Christmas Tree lights but their 'white' has a distinctly blue tinge and they would have to be mounted somehow.



The set I chose came in strips 1 metre long by 10mm wide. The actual LEDs are at 34mm spacing (30 per metre), and are 'warm white' in colour. Be aware that the strips also come with coloured LEDs.

My main cabinets are 900mm wide and either 150mm deep (top ones) or 300mm deep. They were made for me by Maurice Woolley. Other shelving is simply open modular shelves of various depths. The main problem is seeing at the back of the top shelves on the 300mm ones. I was able to use the strips from end to end as the cabinets are adjacent and meant drilling holes (12mm) between the cabinets.

The LEDs plug end to end. 90 degree corners are supplied with the sets (although I haven't worked out how I can use them with the set-up. A plug in mains powered unit is supplied. Each set costs \$43 from Mitre 10 but other hardware stores have similar units.



The LEDs come wound onto a reel to reel tape recorder style wheel. Here seen with one 1 metre length to demonstrate the flexibility of the strips (at least in one direction!).



Without the lights (left)

With lights (below)



Ron

CARVILLE'S CAPERS

In the last issue I mentioned the new Atlas series, which I described as Dinky Supertoys. This is not quite true. They are calling the series Dinky Trucks, as not all of the proposed issues are Supertoys.

Here is a list of some of the proposed models:

- 920 Guy Warrior Heinz Van
- 512 Guy Otter Flat Truck
- 435 Bedford TK Tipper
- 34B Berliet Flat Bed Container Truck
- 443 Studebaker 'National Benzole' Tanker
- 413 Austin Covered Wagon
- 586 Citroen 55 Milk Lorry

Another Atlas Dinky series is being test marketed in the UK, but it is thought that this Deluxe Dinky series will go into production at the end of the existing Dinky Toy series. The model that has been test marketed is the 110 Aston Martin DB5 and has been seen on eBay for a very large premium, and can now be seen on our Trade Me at more reasonable prices already. Other models promised in this series are:

- 164 Ford Zodiac Mark 4
- 129 Volkswagen Deluxe Saloon
- 212 Ford Cortina Rally Car
- 151 Vauxhall Victor 101
- 135 Triumph 2000
- 250 Police Mini Cooper
- 116 Volvo 1800S

The Aston Martin has been seen in the same style of plastic box originally used by Dinky, though the model is held in place with two screws rather than the original plastic fitting.



Dan Toys are a Paris based model shop that has also made copies of French Dinky Toys. They have recently released models of the British Dinky Guy Otter box vans, in all of the original liveries, as well as a Heinz Ketchup bottle design that was originally released by Dinky only on the later Warrior and Big Bedford vans. There must be some interesting negotiations with respect to licensing arrangements with Mattel.



And here is one that was prepared earlier! The older Heinz Beans logo is more appropriate to the 'continuation' of the Guy Vixen van theme than the later ketchup bottle that was used on the late issues of the S Bedford ('Big Bedford') van and the Guy Warrior van. This one was made from original parts from a rather tatty item. Ed.



Trax Models, the Australian brand owned by TopGear continue to please Anglophiles. Amongst recently announced models are a soft top version of their existing Austin A40 convertible, more coloured versions of their Mk 1 Cortina, an Austin Freeway and Wolseley 4 cylinder 15/60. The Wolseley was very similar to the Austin Freeway but with styled up front and rear treatment, and better inside trim detail. The shape has been captured very well, with those rear fins having a certain American feel.



Ron printed a picture of a Fonterra liveried Volvo Milk tanker/trailer combination in 1/64th scale in the last issue of MA. I have found out that it is made in China for Awesome Diecast, who operate from Florida in the US (<http://www.awesomediecast.com>). The model is marketed exclusively by Fonterra through the RD1 chain of agricultural supply stores in New Zealand. I am neither an expert on modern European trucks, nor models in this scale, but the model does capture the feel of this vehicle which are seen so often in rural New Zealand. The cab and chassis are made of metal, while the tanks and many of the added parts, such as mirrors, exhaust and drivetrain are made of plastic. Pipework is well represented, and the colours, logos & signage seem to be accurate. The trailer is the older four axle version rather than the current five axle type. Price \$54.99 – good value for an iconic New Zealand vehicle despite the small size. I understand that the very latest shipment may have an updated livery.



My latest break away was to Auckland, mainly to attend the Auckland Hobby Fair, held at the Freeman's Bay Community Centre. It was a good day, with over 400 people visiting on a lovely Spring day. Some models were bought and sold, so it was worthwhile, and I also met up with some former members of the club, in particular Len Smither, Adrian Dyson, Joe Foged, Bruce MacDonald, Alan Marsden, Peter Gaston, Travis Ongley, Ray MacKenzie and Russel Walton, all of whom retain their interest in model vehicles. Len also took me into the country to visit some notable collections. First to Thames to Model Barn to the business and collection of Jeremy Welsh. His main interest is tractors, but extends to construction and commercial vehicles. These interests are seen in his shop stock, and to his huge collection.

With his permission, I took some photos of both.



Above: The Model Barn shop interior

Next page: Top Right: How is this for displaying a collection?

Next Page: Bottom Right: The opposite wall of the collection building.



After Thames, we continued to Paeroa to see Allan Smith. Allan's interest is now a large scale (LGB size) railway layout, featuring buildings, trains, carriages, circus with Ferris wheel and roundabout all handmade by Allan. The layout is open for viewing and clearly is a delight to visiting children.

Another trip was into Hunua Ranges to see a collection of principally Fun-Ho, but also of other New Zealand made models owned by Eric Stockwell. His Fun-Ho collection is said to be considerably more comprehensive than the Fun-Ho Museum collection, with every model ever made, including casting and colour variations excepting just five. There were over five hundred tractors alone represented in the collection. I was even able to see the two Fun-Ho toys I had as a boy. New Zealand made Tri-ang and other tinplate were also represented, as were early lead cast toys, and New Zealand made railway models and accessories. I must admit that Fun-Ho never impressed me (I always considered Dinky to be a cut above them and others) but one could not help but be impressed by the sheer magnitude of this collection, and Eric's expert knowledge of all the models in his collection.

The photos show a small representation of the different Fun-Ho toys in Eric's cast collection.



Carville



MECCANO 'KITS'

Kitsets, diecast, scratchbuilt, dioramas, model railway or even Meccano – This could almost be called a kitset where the glue has been substituted with nuts and bolts.

It makes no difference what you are interested in because even if you just build kits, or just collected readymade diecasts, we all have our preferences. The common factor is that they are all models.

I have been going through my photograph collection trying to find a particular photo, when I came across some prints of the Meccano models that my son, Howard, used to build many years ago.

Howard used to enter the Meccano models into the Otago A & P Society Winter Show each year and pull the model down after the show was over so that he could start to build the next model for the upcoming show. It used to take him twelve months to construct each model. Going back to when he first started to build these models, I thought, 'OK, how long before he will give up.' No, he did complete every model that he started.

I used to be involved with the Dunedin Museum of Transport and Technology because I always had an interest in tram cars. It may be that it is because my Grandfather was a tram conductor – first on the horse-drawn trams, then the electric trams.

Howard asked for a suggestion of what he could build that was big and would look good when finished. I suggested a tram car and he found in his various Meccano Magazines or plans book the detail of how to build a tram car.

It was a short tram with only one body section, so I suggested he extend it to make it like a Sydney Bogie Tram Car of which I had a photograph of. This model of tram had a closed section at each end and an open section in the middle.



MA256 p13

Howard began the construction of the model and he started to use nuts and bolts like you needed your own hardware store to keep him supplied with enough fixings. As I did not want him to stop the project halfway through, we had to keep up the supply up of the precious nuts and bolts. If my memory is correct, I think the Meccano nuts and bolts cost around \$8-00 (quite a sum in those days) for 24 of each. It was proving quite a costly project for me!

I made contact with H.E.Shacklocks in Dunedin who used to make electric ranges and asked if they had anything similar, expecting the Meccano ones to be a special size to suit Meccano only, but no, Shcklocks had exactly the same gauge nuts and bolts (*4BA I think, Ed*). They could supply me but I needed to buy 12 dozen (144) at a time and the price would be \$12-00 per 12 dozen. So Howard never ran out of nuts and bolts after buying 24 dozen!

Howard finished the Sydney Bogie Tram Car which ended up about 4 foot long and he won the top place for all Meccano models at the Winter Show.

This model was followed over the next few years by; a Ferris Wheel of about five feet in diameter, a large gantry crane of about four feet in length, a fire engine and the Eiffel Tower which was over nine feet in height. It was built in two sections in his bedroom and assembled inside the Winter Show building.

All these models took almost a year for each one to be built and I think Howard won with his models in each year. However, after a few years, most of the others who used to compete dropped out because they had little chance of success when Howard entered his creations.

Dunedin had a Meccano Club for a number of years after Howard had given up building Meccano models, but faded away many years ago.

In 2012 there was a display of Meccano models in Oamaru coinciding with their Victorian Festival. One model there of the Otago Harbour Board Container Crane took two men two years to build!

Models are models and Meccano is just another method of model making, whether it is in the case of large and/or detailed models, it does take considerable time to build them, just like kitsets of dioramas. Get modelling all of you, no matter what your interest is and let 'Miniature Auto' know about your project that we can all read about.

Eric Broekie



MA256 p14

GET A BRAZILIAN!

Part works (a magazine issued on a particular subject that comes with a relevant model) is becoming an important area to find 'interesting' models. The part works have appeared, not only in Europe but areas such as Brazil. The real motor industry in Brazil is very active and uses many European and American designs, modified for local use. Of course, unless you are in the region that the part work is distributed, you have to rely on the secondary market to provide the goods. Many sellers on eBay from Hong Kong and China do offer at least some of the models and that is where I obtained these from.

Willys Itamaraty: Originally developed in the USA as the Willys Aero. The 1:43 model is well crafted and has no opening parts. Headlights are clear glazed with the tail lights tampon printed in red. The windows are flush fitting and neatly trimmed in silver on the frames. Other plated parts are used which look good against the black paint job.



Chevrolet Veraneio. Developed from the 60s C/K family of the USA, the model has features similar to the Willys. Also 1:43 scale.

Willys Interlagos: The heritage is a bit different for this one as seems identical to the Renault Alpine except for the rear vents (different rear engine). Scale 1:43.

Chevrolet Amazonas: Also developed from an American vehicle. Looks great in the rather snazzy white and turquoise colour scheme. See front cover.

Ron



LETTER

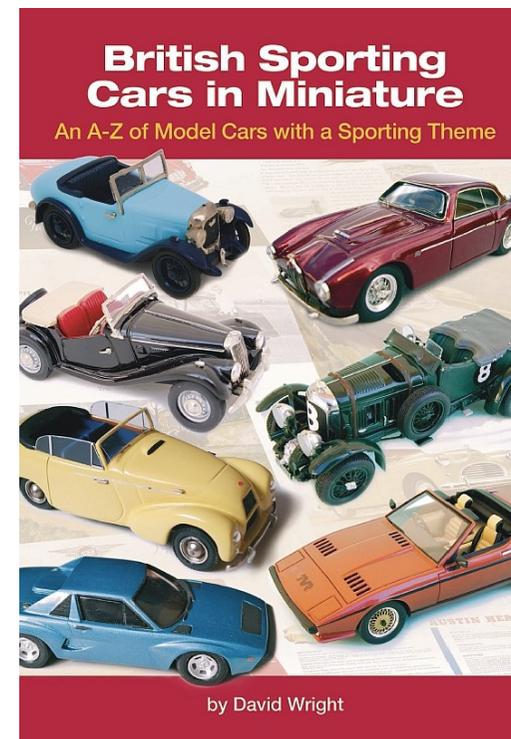
Hello Ron,

It's been a while since my White Metal and Resin books were out, but I thought you'd like to know that I have now just launched my 3rd and last book in the series, British Sporting Cars in Miniature!

My research for the book identified a large number of both small and large manufacturers of sporting cars, many in kit form, some of which, although made for the road, were made in very small numbers. Defining what is a sports or sporting car was a real challenge, and I also must emphasize that this book is a personal record, and my definitions relating to style, performance, function and age of the real cars are mine alone.

I wanted to link the miniature examples, mostly in 1:43 scale, with the real thing, and I began with my collection of over 800 models, and then added images and information from a number of serious collectors around the world, resulting in the assembly of what I think is an unrivalled reference work depicting the complete range of British sporting cars throughout the 20th century. It combines useful historical summaries of 85 manufacturers, over 1000 pictures of readily available model cars, through to rare or unique works of art.

David Wright www.transportmodellingbooks.co.uk



FRENCH DINKY COPIES (NOT ATLAS)

The Atlas Editions reproduction Dinky Toy range is well known. The French Dinky Toys series of cars and vans has come to an end with over 70 individual toys being produced. However, there is now a series of more modern (1960s – 1970s) French Dinky Toys with opening parts, glazing and steering, etc. plus additional camions (trucks). Also there are imports from the English range under the ‘Souvenir of Liverpool’ banner.



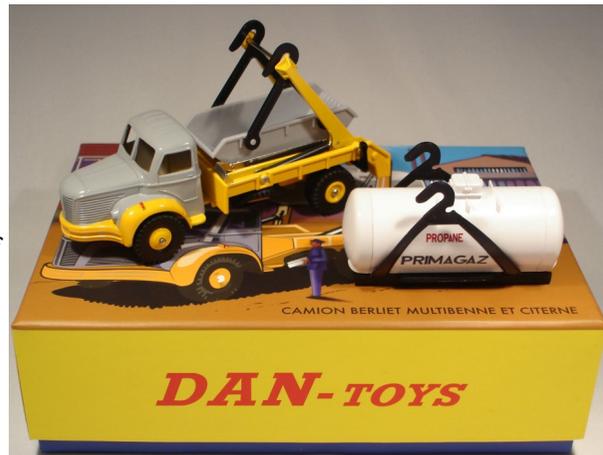
The English series is not so ‘active’ with customer complaints of poorly packed deliveries and late releases. There are also a large number of French Dinky Toys being passed off as English.

Of course, both these ranges are difficult to obtain due to the rather strange marketing ploy by Atlas Editions, so the rest of the world has to work through the secondary market, unless you are lucky enough to have a UK bank account and address. By the way, New Zealand Post has a service that could overcome this hurdle with a UK address to forward the parcels from but it seems rather expensive at an average of £17+ per parcel. I have not taken the plunge in this direction.

There is another source of reproduction Dinky Toys from Norev (under the CIJ brand) and Dan-Toys in Paris. (Their website is www.dan-toys.net) Carville has featured their Guy



Vixen van in ‘Heinz’ livery which typifies Dan-Toys approach by producing ‘never-wases’ as well as making a few that Meccano planned but never issued such as the Berliet Stradair machinery carrier with 3 axles. Another proposed model was a Berliet Skip Truck that actually came out with a Unic cab instead. The prob-



lem with this issue was that it followed the pattern of the later issued Unic where the removable skip and alternative tank instead of the fixed skip of the first issue.

Dan Toys also offered many other copies of the 1950s and 60s Dinky Toys and CIJ etc.

Norev on the other hand, produced some much sort after Dinky Toy sets under the CIJ label that they acquired some time ago. They have made many of the CIJ toys as well and even Spot On Toys but that seems to have not been so popular so there haven’t been any more issues of these.

It should be noted that Norev have just been taken over, so there may be some changes ahead for the company. Their website www.norev.com does not seem to be working properly at present.



Some remade CIJ (original tooling may still exist), include:



This one is actually a French Dinky but CIJ did have a Berliet GAK that they inherited from JRD that they took over in the 1970s.

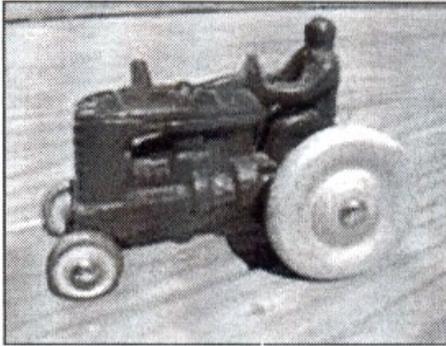
Ron



YEEHA

Yeeha Toys were made by Barry Hughes in Napier about 1994. They were mainly sold to kindergartens and play centres in the Hawkes Bay area. An example was sold on Trade Me in September 2006.

The tractor on sale looks like an enlarged Fun Ho! Midget #1 Massey-Harris tractor. It is cast in aluminium with the wheels also in aluminium.



Yeeha Toys only made six different toys including a VW, tractor, tip truck, Morris Minor, racing car and the Manaia (?).

The seller claimed New Zealand toys include; Tiger Toys, Lincoln Motorway series, Tink E Toys, Boomaroo, Brentware, McKenzie & Banister, Parro Toys, Inky Pinky, Tonka, Tri-ang, Ramsey, Jomax and Yeeha. *Most of the names on this list are well known, but others such as Inky Pinky, Jomax and Ramsey are not. Also missing from the list are Tiger Toys, Ducky*

Toys, Brentware, Tommy Doo, etc., and that is just sticking to the toy end of the market.. Apologies for the quality of the illustration as it is a copy of a print-out.

MORE OLD HABITS!



Here is another photo of Paul Alcock's irresistible Marklin associated model collecting:

It reminds me of Marklin's own model of the VW T1 van in 1:45 scale Ed.



TAILPIECE:



Perhaps some inspiration for a chop? The only diecast cab for the TA series Bedford is the Dublo Dinky that I can think of. Model Auto had a kit with the correct cab but that is out of production I think. The Kingfisher cab is of a later bonneted Bedford, the TD

A while ago, Eric described a diecast locomotive he has. I wonder if this is the one? It started life as a Morestone Toy and later joined the Budgie Toys range (as #224) and even later from H. Sheener, so it had a run from 1949 to 1984. I should have 'Made in England' cast on the underside of the cab roof on the left, but this example does not have any lettering. It is hoped to have an article on diecast 'push along' railway models in a future issue of M&A. Any contributions will be welcome



Wanted wanted Wanted wanted Wanted wanted

Kitset News,
Diecast News.
Any Hobby News whatsoever!