

Miniature Auto

MA 266

New Zealand

49th year of publication!



GURGEL! 1:43 scale Brazilian Post Van
A model of a battery powered van from a part-
work from Brazil

*Miniature Auto is the newsletter of the
New Zealand Model Vehicle Club (Inc.)*

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NATIONAL EXECUTIVE-2018

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ACCEPTING CONTRIBUTIONS TO MA NOW!!

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EDITORIAL

Firstly I must apologise for the (very) late publication of this issue of Miniature Auto. Unfortunately health issues have prevented me from completing the task. If anyone else is interested in having a 'go' at presenting Miniature Auto, the Club has a copy of Microsoft Publisher available to help in the production.

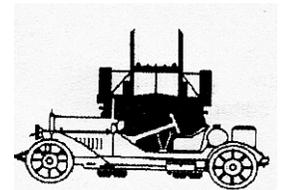
The question of electronic distribution of Miniature Auto is still being debated. As far as the Editor is concerned, there is equal amount of work in both methods. If a Member still wishes to have a hard copy (my preference), it is possible to get the pdf file printed off. However, at this stage it is business as usual, but keep in mind that postage is now a significant cost (\$1:20 at present); whereas electronic is 'free' and environmentally friendly—as long as it isn't printed to a hard copy!

Thanks to those Members who have made contributions. I apologise to Maurice Boyles for the fuzziness of the photos reproduced—they just wouldn't sharpen up—even using two different scanners. Also to Otago Branch members, I have repeated Stuart Smith's piece on "Why Do We Collect" as it will be of interest to the rest of the membership.

Happy modelling,

Ron

IN THIS ISSUE:



2	Directory	10	Carville's Capers
3	Editorial	15	Eric's Tractors
4	Branch news	17	Why do we collect
5	Future of the Club	19	Club's 50th
6	No play value!	20	Tail end
8	Modelling with Maurice		

BRANCH NEWS

Southland:

By Fred Hawkes.

SPECIAL NOTICE

I regret to formally let you know that Sam Findlay passed away suddenly on Sunday 23rd September and his funeral was on Thursday 27th September at the Winton Presbyterian Church. The Church was packed, as was the meeting room and we were guided to the Hall in which had about 30 people there and the service was transmitted through to a large TV screen. Sam was known to a large number of people who, like us, will miss him immensely. Graham Peterson, Vern Gill and myself represented the Club there and thanks go to Graham for providing transport to and from the service. Sorry I was unable to notify all of you about Sam's death as time was against me.

Our last meeting was held at the Awarua Communication and Film Museum with a total of 9 members and 2 visitors present, giving a total of 11. Three films were shown - 1 news-reel and 2 comedies plus we had ice creams at half-time. Afterwards a tour of the Museum was conducted, followed by supper and thanks to the Staff (all volunteers) was given by Graham Peterson – It was a darn good night.

Our next meeting will be on Wednesday 17th October, starting at 7:30pm, at the Southland Fire Museum, 215 Spey Street, Invercargill. Competitions for the night will be "Latest Model or a Model with a Secret" (a model if you pull it apart it becomes a pen or pencil sharpener or maybe a torch or something else).

See you all at the Fire Museum on the 17th at 7:30pm - don't forget to bring something for supper, \$2.00 for a raffle and \$2.00 for the Museum Donation Box.

Otago:

By Eric Brockie.

Our September Club night saw a great turnout of both members and models to display and enter the competitions. Competition models had to be either a Holden or Buick which was in line with our themes for the Autospectacular display. Results from the competitions were as follows:

DIECAST:

1 st	Kevin Horne	1949 Buick Roadmaster by Motormax
2 nd	Bevan Wilson	Holden LX Torano Street Machine by AUTOart
3 rd	Paul Dummond	Holden Morano by AUTOart

KITSETS

1 st	Ben Dillon	Early 90s Buick Nascar by Monogram
2 nd	Ben Dillon	Late 90s Nascar Race Car by Monogram

Good to see Ben back in attendance at the Otago Branch events again after considerable time in both Auckland and Christchurch.

Members' choice for the night went to Kevin Horne with the 1949 Buick Roadmaster.

DISPLAY MODELS:

For our display models this month, members had the choice of bringing along up to five models but they had to be a convertible or a car towing a caravan. There was a great selection and amongst those on display and talked about by the owner were;

- 1957 Chevrolet convertible owned by Marcos Monti
- 1931 Ford Model A Roadster from Kevin Horne
- An Auburn by American Muscle from Matt Hopkins
- A Rolls Royce by Franklin Mint owned by Bevan Wilson
- A 1948 Ford Convertible from Paul Drummond
- A panel van and caravan also from Paul Drummond
- A garage and 3 cars off a diorama by Matt Hopkins
- Two pick-ups and campers from Graham Patterson
- Mitsubishi Pajero and caravan by Greenlight from Howard Duff.

These display models each month are talked about by the owners and the idea has been well received by those members present.

Lucky door prize was one by Howard Duff

THOUGHTS ON THE CLUB'S FUTURE

My thoughts regarding the future of our Club begin with retaining the existing name. After all, it comprises all of New Zealand. So what if the majority of the current Members are currently in the South? Future interested Members, whether from here or overseas, would know the Club is New Zealand based.

The Club newsletter, Miniature Auto, to me is fine as it is. I know that probably the majority of Members would prefer receiving it by e-mail, but there are a few of us don't wish to have that facility and therefore prefer a 'hard copy'. This also goes for the (Otago) Branch newsletter.

At one time, the newsletter used to be full of latest lists of models new to the market, but now the internet allows individuals to source data quicker. Miniature Auto content depends on regular contributions from Members. Ron does a tremendous job producing Miniature Auto.

I think the Constitution rules could be reduced in number. Affiliation with other similar clubs to boost numbers might work.

Maurice Boyles.

NO PLAY VALUE!

Whether you love or hate the recent Atlas Edition recreations of the Dinky Toy range, either the French or English, Atlas Editions has announced they are exiting the field – not only with the Dinky Toys copies but also all the other ranges such as 1:76 British buses, Rally Cars, etc. Much of their existing stock has been released on to the normal retail market, so buyers may be encouraged by the ability to buy what they want instead of waiting on Atlas Editions to send them a fortnightly or monthly model of their choice.

In France, the scheme seems to be a great success with about 200 different issues being produced over the ten years it was operating. The English side can only be described as abysmal with far too many French Dinky (many of which were unknown to the English collector) being offered. Likewise, in the lorry series, they slipped too many French Dinky into the range. In other words, Atlas Editions UK were trying to do things on the cheap and not developing ones based on the English Dinky Toy range.

Atlas Edition Dinky Toys are not the only source of diecast (as opposed to white metal and resin) reproduction Dinky Toys as there is Dan-Toys (a Paris based model shop) and Norev with their CIJ Toys. Strangely, where there is the same subject tackled by Dan-Toys and Atlas Editions, they appear to come from different tooling, which can be seen when comparing examples of each. Norev/CIJ copies are generally finished in different colours and liveries not used on the original Dinky Toys, but are still copies of them.

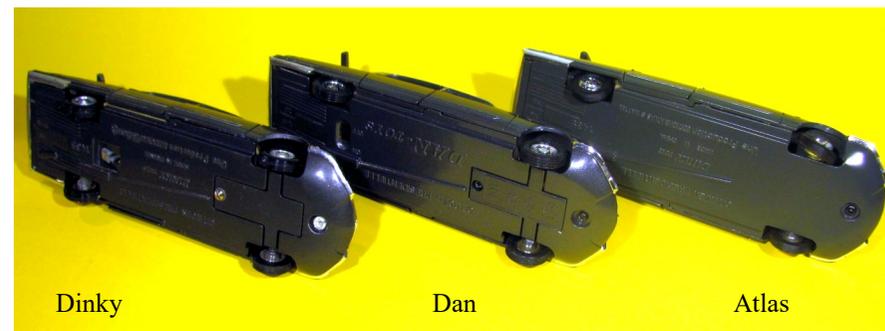
The Atlas Editions France releases were issued in several series – pre 60s cars, post 60s cars, vans and trucks. The post 60s Dinky Toys were, like many of the original toys of the era, laden with gimmick such as; glazing and interior fittings, opening parts and detailed motors, working lights and so on.

This leads to the gist of this note: Atlas Editions skipping some of the features that the originals had. The ‘missing’ flashing light mechanism on the toy/model was noted in MA264 “Copy Wrong” piece and I have since found more examples of this phenomenon.

Firstly, there is #1435, Citroen Presidentielle, which was also issued by Dan-Toys, and to contradict myself (above), it does appear to be made from the same tooling – almost. Both examples are close copies the Meccano product, and match each other except for one point. The Atlas Editions one does not have the interior light fitting that appears on the original and the Dan-Toy version.



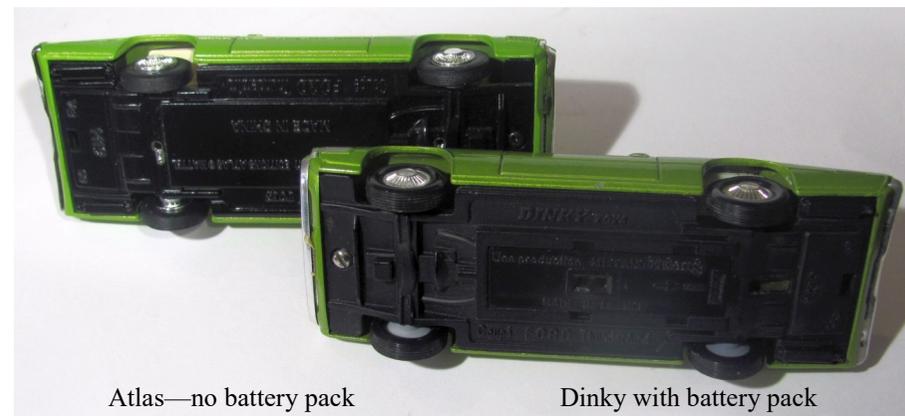
Original Dan-Toys Atlas Editions



Dinky Dan Atlas

Showing the bases—with original battery, modified battery and no battery hatch.

The other ‘cheap’ copy is of #1419 Ford Thunderbird Coupe where once again Atlas Editions left out the working tail-light of the original. Consequently the ‘play value’ of both the Citroen and Thunderbird is somewhat diminished! The Atlas Thunderbird has also lost its ‘suspension’ so must have been some harsh rides in Dinky Town.



Atlas—no battery pack Dinky with battery pack

I have just noticed another ‘cheapening’ with the deletion of the newly released #1452 Peugeot 504 Spanish version where Atlas has left out the bonnet release pusher stem. Wow, that must have saved them a lot!

In a slightly different cheapening vein, the DeAgostini (Atlas parent company) part-work English Dinky #268, Renault Mini Cab has opted out of the ‘Meccano’ sign on the near side and replaced it with a second ‘Kenwood’ one, presumably to avoid paying Royalties for the use of the Meccano name.



deAgostini (Atlas) Original Dinky

MODELLING WITH MAURICE

1:25 1965 Chevrolet El Camino. Maurice Boyles.

A further plastic kit review for your perusal:

This model is one I put together in 1999 and is a combination of two models. I wanted to construct a Pro-Street pace vehicle. I used the body from the AMT 1965 Chevrolet El Camino kit and interior. The chassis, tyre combos, wheels and suspension plus running gear from a Revell Chevrolet Malibu SS Pro-Street kit.

The El Camino body shell didn't require any modifications to fit it to the chassis. Only minor cutting to the floor pan allowed it to fit together. Since the rear axle and wheels are wider, part of the deck had to be cut away to allow the wheel arches to fit.

Once the fitting of the appropriate parts was completed, the next job was to incorporate flashing lights to the front, rear and roof. Often when I am window shopping and checking out the model scene, I also like to watch out for any other devices that might be useful during model construction. Once such item was a flexible wrist or ankle bracelet used by joggers. Powered by button cells, there is a series of red lights which once activated, flash intermittently. It proved ideal set to adapt to the Chevy!

By stripping the bracelet apart exposed the wiring, button cell batteries and small LEDs. The Chevy grille had provision for twin headlights. By selecting the two inner headlight positions, they were opened out and with some filing, allowed the LEDs to fit securely. This was also duplicated at the rear of the model below the tailgate where the two rear LEDs were fitted. The remaining light was fitted to the roof section located at the centre of the panel.



Wiring up the lights consisted of fitting new wires sourced from telephone cable. However, while the wiring was quite thin, it still would look out of place attached to the underside of the cab roof interior where it could be seen. The wiring was OK for the rest of the project. My solution – use copper tape!

From my box of “useful items” of slot-car parts, I had a roll of 6mm copper tape. This I reduced in width down to 2mm. Before securing it in place, the ends had to be soldered so as to attach the rest of the wiring to the LEDs. This method of using copper tape worked very well and is hardly noticeable at all.



The wiring between the front and rear lights was run along each side between the body and interior out of sight. The only wiring visible is in the engine compartment below the radiator/grille area.

So how does one operate the lights? Well, neatly situated in the rear of the deck is a small circuit board with two button cells and a pressure switch. When switched on, the lights flash together.

The model is resplendent in Candy Apple Red with white tonneau cover over the deck.

The tyres are nicely detailed and chrome plated rims are highlighted with matching red centres. The grille remains in chrome form, but the grille surround and front chrome bumper has a coat of clear red. The interior is finished in red and white.



Maurice Boyles

CARVILLE'S CAPERS

I have recently returned from a two month trip to Spain, Portugal, the UK and Dubai. There were many great experiences, and perhaps the most surprising was the weather. In the two months there were just three days of rain, in northern Spain; all the other days were 25 degrees plus. In Spain and Portugal, it was coastal scenery and buildings that impressed. The incredible buildings of Gaudi in Barcelona, the Catholic Cathedral in the middle of a Mosque in Corboda, the Alhambra fortress built by the Moors in Granada, the Alcazar, the Islamic palace in Seville, the Prado art gallery in Madrid; the list could fill the page. England was no longer a "green and pleasant land", rather it had become "a brown and crowded land." However it was in England where real vehicles and models came to the fore. I made another visit to the British Motor Museum at Gaydon. The collection was originally based on BMC vehicles, but has been expanded and re-arranged since my last visit four years ago.



The nearby Coventry Transport Museum was a real revelation. Given that Coventry was an important centre of British motor manufacturing, it should not have been surprising that this museum would contain so many interesting vehicles, including Standard, Triumph, Daimler, Humber and Jaguar, with the latter represented by the Jaguar Heritage Collection. In fact, there were 161 different car manufacturers located in the Coventry area.



I was surprised to find the Tiasta Collection displayed there. This 20,000 model and toy collection was once owned by Tibor Reich.

I was able to fit in two swap-meets while there, a 150 table event near Coventry and a 350 table extravaganza in Doncas-



ter. It would have to be said that many of the models on sale were 'new'; obsolete Dinky, Spot-On, Corgi, Tri-ang and Matchbox were in the minority, but there were some very choice examples designed to tempt me. I did find one Fun-Ho! and several Christchurch Micro on sale.



The Brighton Toy and Model Museum is located under the forecourt of the Brighton Railway Station. There are themed displays around the Museum featuring such things as soft toys, Meccano, construction toys, Hornby trains, various diecast brands and a large O gauge electric train layout. One display featured Spot-On models. It was the most complete collection of this brand that I have ever seen; the only way that I could describe my feelings about it is using the word 'lust'! This museum is well worth a visit. While there I walked along the beach promenade and to the end of the pier. The Brits were out in force on a very hot day, eating their fish and chips, playing the slots, taking fun fair type rides and getting sun burned!



I was taken on a day trip to the Welsh border by a collector friend who lives in Stourbridge, on the western boundary of Birmingham. We headed to a small town called Montgomery, to visit the Cloverlands Model Car Collection. About 4000 models make up this collection, quite an eclectic mix of kitsets and diecast of all scales. Various collections have been donated to the museum, and some are on loan.

Also in Montgomery is the amazing Bunnors hardware store. Hurricane lamps hang over the counter and every imaginable hardware is stocked in a store that reminded me of Arkwright.

It was a treat to collect the latest Ruby Toys AEC lorry from the founder, John Hope. He originally promised ten Ruby Toy models, and the AEC is the tenth. However, there was talk of an 'eleventh' Special.



The Royal Air Force Battle of Britain memorial Flight is located at RAF Coningsby in Lincolnshire. It is the home of one of only two airworthy Lancasters (the other is in Canada) and it was sitting out on the tarmac when I visited. So were three Spitfires and a Hurricane. Two Spitfire engines were put through their paces –the noise was phenomenal, and the torque tipped the planes to one side. All of this was accompanied by the noise of six modern Typhoon fighters screaming over the airfield, which was once home of 617 Squadron, famous for the Dambusters raid, as well as Vulcan bombers, Phantoms and Tornados.

The Shuttleworth Collection, located at Old Warden Aerodrome in Bedfordshire is a very different place. Fifty seven aircraft, dating from 1909 – 1950 are located there in five immaculate hangars. All the aircraft are well documented, and all are airworthy. There is a small vehicle and motorcycle collection on display also.

My last port of call was Dubai. There, my tiny 14 story hotel was dwarfed by nearby the Burj Khalifa, the tallest building in the world. From the 125th floor of the Burj Khalifa, my hotel was the ‘matchbox’ in the middle of the photo! Within walking distance of my hotel was the 1300 store Dubai Mall; inside was a model of the soon to be built next tallest building. This seemed to be the Dubai style – they want the biggest, the tallest, the best – all achievable with money. It was very hot there. Every time I left an air conditioned building, my glasses fogged up. Even the bus shelters were air conditioned.



Carville

MA266 p14



ERIC'S TRACTORS

Information in response to Eric's questions about Tri-ang tractors:

These models are from the reasonably obscure Tri-ang jumbo series, produced between 1969 and 1975, in possibly 1:28 to 1:32 scale. The blue tractor is the more common Tri-ang Tugster, number 37a, which was also available in metallic green and red. Two different trailers were made for this toy, one of standard type that fits on the rear hook, and a gooseneck type that located in a hole on the top rear.



The second one of Eric's tractors is missing the cab assembly. It does not appear to ever have a seat as the lever to operate the bucket is located where a seat should have been placed.



MA266 p15

There was also a BMC truck in the Jumbo series. It came with a variety of backs on the same cab/chassis unit.



As a tray back^



As a tanker^ And a horse box.>

Carville



WHY DO WE COLLECT?

Why do we collect what we do? Well, I had to give some thought to this query because it was a long time ago – in fact about 60 or 70 years ago now!

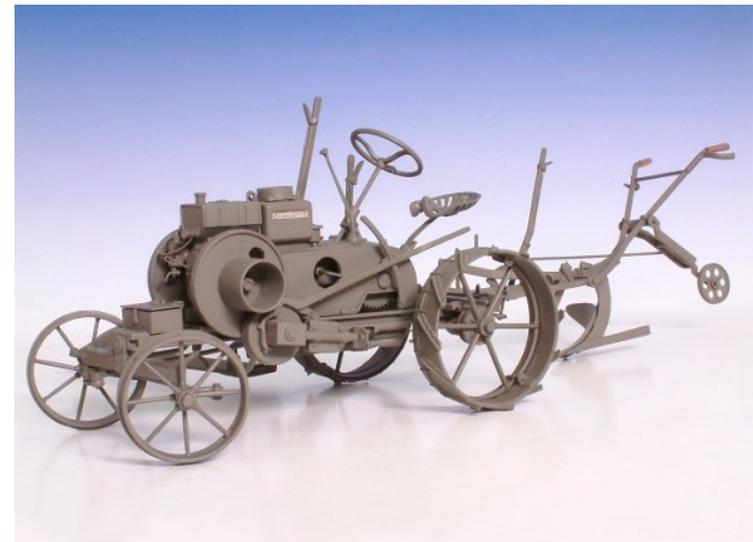
In the early 1950s, I bought some plastic kits in I think 1:20 scale. I think they were made in England by **Ideal Kitsets**. I remember I had models of a Rolls Royce, a Jaguar XK120 and a Ferrari Sports Car, and these are still in my collection.



My collection totals about ten built kits with another 30 awaiting construction but I doubt if that will take place now. I do not purchase kits with the intention of not building them, but time catches up with us all, so intentions sometimes change.

On the 1960s, I did not buy anything in the way of models, but got back into collecting diecast models in the 1970s. I do not collect because of what a model may be worth later in life but I collect a model if it appeals to me and catches my eye. They are not all in one scale but a variety of scales.

Some years ago, I attended a car show or tractor show of some sort and spotted a 1:16 Universal Hobbies model No.2656 Fendt Diesellox Vintage Tractor with side mower on a stall run by Eric Brockie. I asked to have a look at it and said that it won't be going back on the shelf because it had caught my eye and I made the purchase!



I now appear to concentrate on Historic Racing Cars or Steam Vehicles, although I do 'stray' from tis aim occasionally.

A number of years ago, I was in Christchurch and attended a Model Show. As I was leaving the show, I spotted a box of 9 or 10 models (some built/part built or complete) for \$20, so I bought them. They were Merit kits and amongst them was an empty box for a Cooper 500. Fortunately, another collector wanted the box for the Cooper and offered me \$20 for it, so in



the end, the models cost me nothing. I eventually bought the model of the Cooper 500 a few years later from Fazzaz in Christchurch but had to pay \$120 for the model.

Even though I don't collect as an investment, I have one such model in my collection that could be worth a lot of money in the future if the Net is anything to go by. The item in question is a 'Tethered Car' in about 1:12 scale of a Mercedes Single Seat Sports car powered by a diesel motor.

My collection is made up of models that are not all in mint boxed condition with most being in 'average' shape. Almost all of my collection is on display with the exception of about 500 Hot Wheels which are in bins similar to retailers use. As to selling my collection: at this point in time, I have no intention of selling nor do I intend to do so, but as we get older, we do not know what lies around the corner that would force us to change or plans.

Stuart Smith.

CLUB'S 50TH ANNIVERSARY 2019

Whilst many members know of the history of our Club, others may not.

Our Club was formed in January 1969 as:

Model Car Collectors Club New Zealand (Inc.)

And later the name was changed to:

New Zealand Model Vehicle Club (Inc.)

At the last Annual General Meeting held in Dunedin in May 2017, the Otago Branch was appointed the Host Branch to organize the 50th Annual General Meeting and any other celebrations or displays to be associated with the meeting.

Our Otago Branch Executive have several ideas we are discussing, but we would welcome input from other Members of the Club.

We have also had some discussions on what functions we could organize but have not yet finalised any part of the celebrations, so we also invite Members to give some thought to the events.

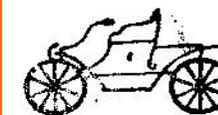
If you would like to make any suggestions for the Otago Branch to consider, then please get in touch

Items for consideration are:

- Size of any display
- Duration of display
- Social functions to celebrate the 50th Jubilee.
- The guest list (former Members, etc.)

If you have any ideas about the foregoing or any other ideas then please write to:

Eric Brockie
Secretary/Treasurer,
Otago Branch
P.O.Box 1356
DUNEDIN 9054



MODEL CAR COLLECTORS
CLUB OF
NEW ZEALAND

Wanted wanted Wanted wanted Wanted wanted

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

TAIL END



Lionel 1:50 scale Ford tractor unit.
"Canadian Pacific"



See page 18 Merit Cooper



Dan-Toys NEW copy of the Dinky Toys
Mason Paints rare promotional



Below: Rare version of Australian Micro
Models Holden FJ 'Taxi Truck' owned by
Trevor Williams. Photo: Model Collector