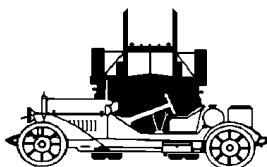


Miniature Auto

A publication for and by collectors and builders of model vehicles



Another of Owen Dickson's Custom Kits



August 2004 Issue 211

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

CLUB DIRECTORY

NATIONAL EXECUTIVE

<u>PRESIDENT</u>	Stan Beavon Tennyson St, Rolleston Ph (03) 347 4355 Fax (03) 347 4357
<u>VICE PRESIDENT</u>	Shayne Spicer 171 Surrey St, St Clair, Dunedin Ph (03) 456 1186
<u>SECRETARY</u>	Eric Brockie P O Box 1356 Dunedin Ph (03) 488 1048
<u>TREASURER</u>	Robin Austin 57 Arnott St, Alexandra, Central Otago Ph (03) 448 9276 Email austinrk@paradise.net.nz
<u>EDITOR</u>	Lee Tracey 11A Saxbys Rd Hamilton Ph (07) 843 1617 Email editor@nzmvc.in-newzealand.com

REGIONAL DELEGATES

<u>WELLINGTON</u>	Ian Cousins. P O Box 12-057 Thorndon Wellington Ph (04) 934 5172
<u>MARLBOROUGH</u>	Warren Piesse. 19 Hutcheson St Blenheim Ph (03) 578 3683
<u>CANTERBURY</u>	Vanessa Beavon. Tennyson St, Rolleston Ph (03) 347 4355 Fax (03) 347 4357
<u>OTAGO</u>	Graham Patterson. 103 Musselburgh Rise, Musselburgh Dunedin. Ph (03) 455 0600
<u>SOUTHLAND</u>	Paul Thompson. 16 Ferry St, Wyndham, Southland Ph (03) 206 4613

Please address all correspondence to the Secretary.
Magazine articles and related correspondence to the Editor.
Change of address to the Secretary.

IN THIS ISSUE

Editorial	Page 4
President	5
Branch Reports	6
Dear Sir	9
Model Scrutineer	10
Owens Overhauls	13
Visit to Melbourne	16
Dear Sir Pt 2	19
Scale Seen	21
That's News? That's News!	22

Contributions to

The Editor
11A Saxbys Rd
Hamilton.

Editor@nzmvc.in-newzealand.com

Or;
Ian Cousins
PO Box 12-057
Thorndon, Wellington

nzmvcwgt@nzmvc.in-newzealand.com

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



The views and opinions expressed in *Miniature Auto* are not necessarily those held by the **NEW ZEALAND MODEL VEHICLE CLUB (Inc)** and the **Executive**, and no responsibility can be accepted for them by the **Club** and/or the **Executive**

EDITORIAL

I joined a new Yahoo modelling group shortly after finishing MA 210. Shortly afterwards members were debating the merits of AMT's policy of issuing no new tooling since the takeover by Racing Champions, instead merely reissuing models from existing moulds as fast as they can seemingly rush them out.

Opinions on this US dominated board was interestingly split between the long time modellers who didn't really care about the poor quality of the issued models so long as AMT keeps pumping the models they remember as kids vs those who would like to see some new product preferably to new standards of construction.

One view of the current AMT situation is that RC are only doing an asset strip of the Kit side of AMT before selling it off, while retaining the valuable Licences from the die cast side of the business. One sign of this is the checkerboard kits available at WalMart for about half the price of an AMT kit at a hobby shop. These kits are again seen as both good (cheap entry level) and bad (awful quality scares new modeller away).

It seems to me that, if they are not asset stripping, AMT and to a lesser extent the other US companies seem to be clearly lacking any coherent plan for growth in the business. Instant cash is winning out over long term growth (as with many sectors). Fortunately for the serious modeller of US cars there is a small light in the form of firms like Polar Lights (unfortunately just bought out by RC) and a new entrant to the car market in the form of Trumpeter.

Well known in Aviation kit circles, Trumpeter have entered the car kit market with high detail kits aimed at the experienced modeller who is prepared to pay more for the privilege of superior product, just like the aircraft market. The first issue was a 60 Pontiac that has met lukewarm market success, more due to the subject than the quality. However the second release is a 63 Chev Nova which has generated much interest even at a price of \$30 - \$35 in the US (AMT \$12 -14 Tamiya \$25). There is much hope that despite the high prices Trumpeter are successful and that the big players take note so that the car market can encompass all levels of builder in the same way that the aircraft market allows a builder to progress to higher levels of kit as his skills improve.

Lee

PRESIDENTS PIECE

Periodically I have someone say to me "If I only had the money I would love to own an E Type Jaguar", or other collectable cars are mentioned. I just think quietly to myself, "Yeah, got one of those" . It might only be a model, but we collectors get to collect all of those ogled over full size cars that others only dream about.

Recently a friend of mine purchased the real thing, a 1960 Cadillac four door pillarless sedan in excellent but unrestored condition. He is going to paint it pink and upholster it in white leather. What a tank it is, all 19 feet of it, with a 390 cubic inch motor.

I offer a warm welcome to new members Stewart Reid and Brian Bennett who have recently joined our club.

Happy Modelling

Stan

A REMINDER

August is the end of the Club's financial year. This means your subs are due again. I know Otago Branch have already received their reminders from the Branch treasurer (He even sent one to me, guess I have no excuse this year ☺) It is very important that members in the other Branchs get their subs paid quickly to avoid problems, not just for themselves but, for their Branch at the next AGM.

Next Issue

Continuing Ian's Aussie ventures with a report on the Bendigo Swapmeet
Cunnigham C2R from Spark

What kind of Modeller are you? Find out in Part 1 of Astrology for Modellers
And if no-one else sends in anything then the Diecast RX 3s.

BRANCH REPORTS

OTAGO

Pedal Power Exhibition 2004

The Pedal Power Exhibition was a great display with almost 80 pedal cars on display plus a variety of Rocking Horses, Ride Ons, Scooters, Trikes and trolleys.

The trolleys ranged from an original home made wooden trolley made from some rough timber and a set of wheels to a trolley made to look like Lady Penelope's Rolls Royce, which was a very flash trolley and made for a young girl by her father. The flashiest were two trolleys that were made by an ex club member of many years ago who has now built 18 trolleys in all with each being designed to go faster. These trolleys were almost 8 feet long with fibreglass bodies and were clocked at 106 km/h in Auckland. The design certainly a long way from the original wooden trolley that was on display.

We also held our annual Model Car Festival 2004 and while there were plenty of Diecast entries we were low in the Kitset entries, but it was good to see two of our new members enter the Kitset classes. With the challenge put out by John Stanley for members to enter the next annual General Competitions maybe John will enter the Otago Competitions as well.

The pedal cars were sourced from over 20 people in Dunedin that are not members of the club but do have the pedal cars sitting at home. Each of the pedal cars and ride ons had a certificate in front of the exhibit giving the Manufacturer, Model, Year of manufacture and Country of manufacture. Pedal cars on display ranged from real wrecks to play worn models, restored models and even modern pedal cars produced today.



Several of the wrecked bodies of the pedal cars were displayed in a shed which

was constructed from old rotten timber, a rusty iron roof and straw around the floor with some old motoring items thrown into the shed for good measure.

A large amount of A3 laminated prints showing pedal cars as well as various articles about pedal cars and A3 prints of the old school training cars and roadway set ups that used to travel around the schools in the 50's.

We also had a large display of Circus Models, Memorabilia and Posters that were in the main supplied by a Dunedin woman who was a former circus ringmaster. Many of the models on display were made by a former Ashburton man who left the collection to the Ashburton Museum, but they were sold off, some to the former ringmaster. The models were all made from sheet iron and although some were very rough in construction they were made in the late 1940's and they certainly looked the part, and you could tell what the trucks were meant to represent. The steering was very very detailed on most of them, but overall a great display of circus items.

We had originally tried to borrow the circus set that is in the possession of the Southland Branch but because of the conditions that the Southland Branch hold the display we were unable to get them to for the display.

All in all it was an excellent display and one the Branch should be proud of setting up.



Eric Brockie

MARLBOROUGH

Model Expo

Marlborough Branch advise that they will be holding a Model Expo in Blenheim in October. The event, held in conjunction with the Nelson, Marlborough Truck Modelers Club is to be held at The Redwoodtown Hall (Oliver Park), corner of Weld & Cleghorn Sts, Blenheim on Saturday the 9th from 9.30 am - 4.00 pm. Entry is by gold coin donation.



Various exhibits from Pedal Power 2004 as well as Model car Festival 2004. My apologies but I do not have any further info on any of the items especially the very nicely weathered Subaru.



DEAR SIR,

In MiniatureAuto No 210 there was a Letter to the Editor from John Stanley that I would like to comment on.

John used three words to describe the diecast competitions that I have not heard used before "Pay and Display" and thinking about this I feel that this would be the best description I have heard for describing the bulk of the Diecast Competitions. The only exception to this would be the classes for Diecast Diorama, Altered Diecast and Restored Diecast, because each of these classes do have input from the entrant to each of the models entered.

I can well remember the days when both the Otago Branch and the National Body had competitions which were only for the builders of kit sets or scratch built models apart from the Diecast Diorama class. As time went on and the collecting of Diecast models became more popular many club members would not enter the competitions because there was nothing there for them because the competitions were only for kitset builders. In the case of the Otago Branch this kept some members from attending the likes of the Otago Swapmeet weekend because they could not participate and felt it was not worth attending.

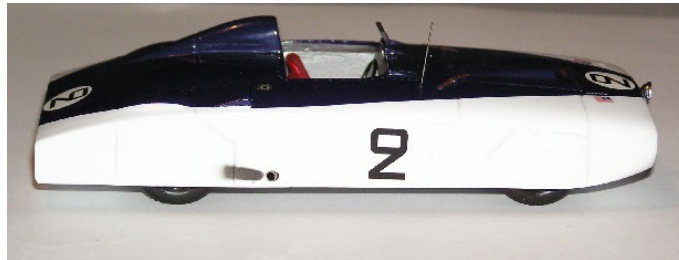
Because of the popularity of the Diecast models Diecast competitions started to appear in the competitions for both the National Body and the Otago Branch at least and I know that other branches followed suit.

I have not built a kitset model for many a year, and yes I do enter the Diecast competitions because as a member of the National Executive and a member of the Otago branch Executive, how can I expect the members to enter competitions if members of the organising committees do not enter themselves.

As John said Diecast Classes are there and are there to be used so why not enter the competitions. Again I like John's title 'Pay and Display' and think that maybe the classes for Diecast competitions should be called 'Pay and Display Readybuilts'

Eric Brackie

MODEL SCRUTINEER



Over the course of the 20th century the French have become rather used to the Americans 'invading' their country and carrying off the spoils, 2 World Wars, Le Tour, even Le Mans. However not all of these American invasions have been overwhelmingly successful. At Le Mans everyone knows the story of Ford's assault of juggernaut proportions to win 4 in a row in the mid to late 1960s (including New Zealand's greatest moment). However most are not so aware of a much earlier and rather less successful assault by the USA during the 1950's.

It was a much different scene at La Sarthe in the early 1950's when endurance racing was the preserve of smaller factory teams who used the race to sell enough cars to survive, and wealthy amateurs. In 1950 a wealthy American who was the heir to a fortune from Railroads, banks and the foresight of a father who financially backed two gentlemen named Proctor and Gamble with their new formula soap. Raised in the lap of luxury, Briggs Cunningham grew up with a very competitive streak that showed in his loves of motor racing and sailing (where he skippered the 1958 Americas Cup defender Columbia).

Cunningham became fascinated with Le Mans after WW2 and became the first American to race there when he arrived with a two car team in 1950. His choice of vehicle was typically American consisting of two huge displacement lazy revving V8 Cadillacs. However there the resemblance between the two cars ended. One, nicknamed 'Clumsy Puppy' was a stock Cadillac 61 Coupe de Ville whose only modification was a dual carb manifold. The other entry was heavily modified in accordance with the latest aerodynamic theories. This long, low slung racer quickly gained the name 'Le Monstre' from the locals. The irony of the race was that the stock coupe finished 10th overall, one place ahead of Le Monstre which lost top gear, as well as spending some time in a gravel trap.

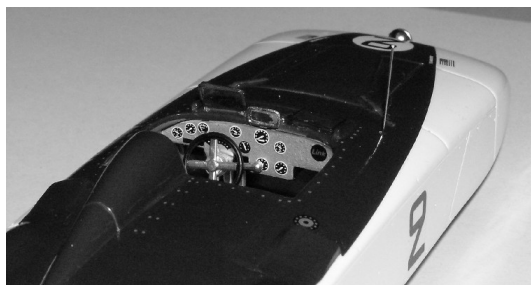
To my knowledge there have been no models released of the Clumsy Puppy. However in recent years a lovely hand built resin model of Le Monstre has been

released by Spark Models in their Bizarre line. Looking at this model the sheer size tends to dominate any thoughts. With the model being over 12 cm long one can only wonder how huge the original is. This length is exacerbated by the styling of the car which features flat sides and flat cut off nose and tail styling. The top of the body features a largely flat line from nose to the area of the rear wheels before sloping smoothly downwards to the tail. The smoothness of these lines are only broken by a few panel lines on the sides and a long bonnet scoop, two scoops on the top in front of the rear wheels humps and a drivers headrest/fairing. The windscreen is a small aero type common at the time.

As a casting the model seems good with only a few blemishes marring the rear deck. The lines look accurate to the few photos I have been able to find of the original. The painting of such a large slab like vehicle needs to be top notch as any blemishes, especially with such a basic colour scheme, tend to really stand out. Unfortunately this is one of the areas that lets the model down with various dull patches sitting side by side with very high gloss areas on the top deck of the car. This is a shame as the colour separation between the blue and white is extremely good with no bleed whatsoever. The rivets round the cockpit have all been well picked out in silver and the bonnet straps are nicely done in brown with silver buckles. The numbers are nicely tampoed and feature the unique Cunningham 2 with the enclosed top loop. The exhausts have a nice satin black staining to their rear. The tampos for the two flags, Le Monstre script and winged symbol in front of the hood scoop are all overscale. The fuel filler is depicted by a tampo print just in front of the rear scoop on the right side of the top deck. Two nice features are the thinness of the aero screen and the aerial (something that could be noted by many diecast brands). Headlights are glazed. Also featured is a centrally mounted spot light that I can not find on any photos I have seen. Rear lights are painted. Also featuring in the silver tail is a red on white number plate.

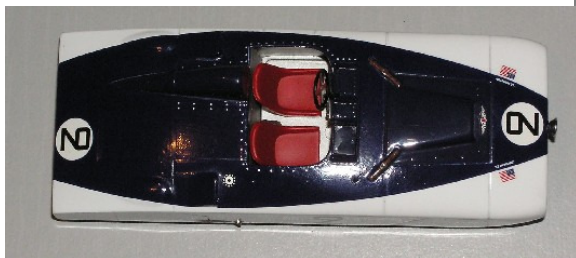
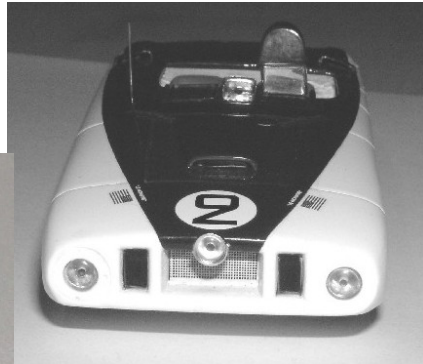
The cockpit features a large number of printed dials on the plain silver dash panel. There is a large four spoked wheel which almost touches the seat squab. The column mounted gear change (yes it did have one) is there in the small space between the wheel and the dash. Two semi gloss red seats complete the cockpit.

Wheels and tyres are largely hidden by the all enveloping bodywork. The clearances are not the best meaning that the model fails the 'play' test. Underside detail is non existent.



Overall the model shows its origins as an early part of the Bizarre line up, but as it is likely to be one of the only affordable built ups of this car it is acceptable. Certainly Bizarre upped the level for the next releases in the Cunningham story, the C2R of 1951. More of which in a future issue.

Lee Tracey



Four more pictures from Pedal



OWEN'S OVERHAULS

As a follow up to MA210 I thought I would write about some of my other modified cars to show that making a unique model doesn't have to be that difficult. First, the reason I modify kitsets is that you can not buy the finished models I make as a prebuilt model. This means the finished product is not a vehicle that you can easily find driving around, but would like to see.

As examples, I will start with the 69 Camaro with the 97 corvette chassis. This is a Revell kit or kits as it is made of two of them. You start by taking a Revell 1997 Chev Corvette test fitting the bare chassis under the body of a Revell 1969 Chev Z28 Camaro RS. It will not fit because the Corvette has straighter sides than the Z28.

Take a craft knife to the offending inner guards on the chassis. When it fits to your satisfaction you can build and paint the chassis and the interior to the instructions. The only other modification needed for the chassis is the back parcel tray needs to be squared off. Take the as yet unpainted Z28 body and test fit it again.

The wheel base of the Corvette is shorter than the chassis. This is not a big deal if you position the wheels evenly. Paint and assemble the Z28 body, I left off the bumpers and mirrors. Glue it to the chassis.

To finish off I put some tail pipes from a Lamborghini onto the short pipes of the Corvette.



By the way the bonnet hinges have to be cut in half length wise so that they don't hit.



The next one was easy as well.

The same body donor onto a C5-R chassis. (See front cover photo)

No need to test fit the chassis until you have built and painted it. There are some mods to make but they are minor, just some bits that need to be removed completely to fit under the body. Most of the mods are done to the body.

You need a heat gun or something to heat the body so that you can get the guards over the wider wheels. The front guards need to be cut behind the front wheels and above the exhausts. Also the back window has to be cut to allow the fuel fillers to poke through.



Add the front of the Corvette cut down to fit under the grill of the Z28, then paint the body. Don't glue the body to the chassis.

Number three is a Tamiya Jaguar XJ220.

Build as instructed except for when it comes to the engine.

Take a drag car engine complete with supercharger, cut off the gearbox and do the same to the Jags engine and glue the Jag box to the drag engine.



The exhausts from the V6 don't fit the V8 but you can either build custom ones or as I did, put some headers from a disused V8 upside down to fit the Jags exhaust system.

The firewall has to be cut for the front of the engine and supercharger belt to fit into. The engine cover

had to be cut so the supercharger would fit.

You can carry on and complete the kit as normal from here. As with most Tamiya models you can interchange the wheels, in this case I have chosen Ferrari F50 mags. To finish off I decided to put clear headlight covers instead of the solid ones, these came out of the parts box



and were shaped with a knife and finished to size with sand paper.

Just three simple builds that didn't take too many modifications to make something that I think stands out. Don't be afraid to try something like these because it is not that hard. Until next time.

Owen Dickson



VISIT TO MELBOURNE

Here's a wee note on my visits to Melbourne during August and November last year. It covers the model shops I visited while there. (*Apologies to all for the delays in publishing this but I have had more contributions than anticipated this year – Ed*)

In August I arrived on the Friday morning and planned to do most of my shopping on the Saturday. However when reading up on shopping in Melbourne it became apparent that a lot of shops were only open until 1pm on Saturdays. Lynne and I wanted to get the lay of the land on Friday so keeping that in mind we set off to look around the central area.

The first thing we noted was that a lot of central Melbourne is undergoing "revitalisation" – i.e. they are renovating lots of the older buildings and as a consequence of this many of the shops were having "closing down" or "relocating" sales! It also meant that quite a few of the centre city model shops had moved or had become difficult to find! I'd been through the phone book and noted some places of interest and had been given details on a few places that were worth a look.

Here's where I went:

Hearn's Hobbies, 295 Flinders Street.

I searched in vain for this one on the Friday and didn't find it! But thanks to a friendly competitor I was given clear instructions on how to locate it – as it happened I'd walked past it on the other side of the road! I was looking for the sign by the "big trees" – as it turned out the sign was **hidden** by the big trees! Hearn's is a large hobby shop underneath the main Flinders Street Railway Station. It is accessible via Flinders Street itself and the stairs to the shop are just past the main side entrance to the Railway Station. Hearn's caters mainly for the railroad, Scalextric, radio control and Kitset enthusiasts. It has a small variety of HO scale vehicles but they are really only there for the railroader. Worth a visit though – open Mon-Fri plus Sat am.

Hobby Place, 280 Lonsdale Street.

Hobby Place also caters for the radio control, kitset and railroad enthusiasts. However unlike Hearn's they do have a good selection of 1/43 and 1/64 diecast vehicles. They also have all sorts of other hobby materials including fuel cells for rockets (seems to be very popular in Oz), hobby steel, brass, timbers, etc., and

air powered spray painters and sand blasters. Prices are pretty close to NZ equivalents – open Mon –Sat plus Sun 11-4.

Victorian Hobby Centre, 1st Fl, 21A Swanston Street.

Very close to the Flinders Street Railway Station also, this place is largely for the model railroader with a fantastic stock of NZ and Australian Engines and rolling stock, buildings, vehicles, etc. Also carries kitsets and small range of Australian diecasts such as Bionicle and Classic Carlectibles. Counter staff are friendly and helpful open Mon-Fri plus Sat am.

Model Mania, 1st Fl, 94 Elizabeth Street.

Model Mania had moved from 268 Flinders Street and it took ages to find as the shop is up a narrow stairway and not well sign-posted. Very large selection of diecast vehicles in all scales and by all sorts of manufacturers. Be Warned – don't go too early – they don't open 'till 10am! But do take lots of money coz the array of models is breathtaking!

Model Cars of the World, 39 Benwerrin Drive, East Burwood.

I'd known of Pier van Netten's shop for years and had bought items via email and mail order from him in the past. A check of the Melbourne trams system revealed the trams went out as far as East Burwood so I decided to make a day of it and hop a tram. The trip took an hour from Flinders Street Railway Station as the route meanders a bit through several suburbs. It's actually quicker by train and I will probably attempt that next time. I went on Saturday and he closes at 1pm – the shop is halfway along Benwerrin Drive where you'd least expect it! Doesn't look much from the outside but WOW!! The stock inside is mind-blowing... and that's only a part of it as Pier has his internet business out the back and there's a huge amount of stock out there too! A very wide and impressive variety of models from almost every manufacturer in the world... lots of obsolete stock items too and the rare hard to get items are well represented (at rare, hard to get prices). I really recommend Pier's shop – he's friendly and the regulars will soon hop into your conversation too to give extra information of comment on the discussion. I left several hundred dollars lighter but with a lovely Holden Hearse done in black and silver, complete with flower rack and mini coffin (donor model was a Homes of Compassion Trax model that was completely remodelled and rebuilt).

Early Model Kits, 15 Royton Street, East Burwood.

This shop is near to Pier's – Royton Street is opposite Benwerrin Park (on corner of Benwerrin Drive) and an easy 5 minute walk from Pier's. It's a quaint, "its here somewhere" type of shop and the owner is really friendly. I searched in all corners and moved stock about whenever I felt like it and he said nothing – just car-

ried on with the conversation. Its just as well I did because after moving some 1/18th scale models in order to look into a couple of display cases that were literally hidden by the 1/18th models I discovered they were full of early Dinky, Corgi, Matchbox and some rare Australian brands from the 50s!! The owner nonchalantly commented "those cases haven't seen the light of day in about eight months!".... I ended up buying some rare Australian Streamlux models plus a couple of Vitesse and Dinky toys. Opening hours not noted but was open on Sat am.

Traffic Collectibles, 11 Regent Street, Phazyran(?)

Traffic are another largely internet based collectibles centre. When I first visited them in August 2003 they were at 570 Malvern Road, Toorak but I was warned they were moving so I phoned them to get their new address on my second visit in November 2003. The old shop was great – large plenty on display, etc. The new premises are down a side street, hard to find and the "shop" is a space about 4m by 3m absolutely crammed with cabinets – out the back is HUGE warehouse facility where the internet business takes places. The owner stated that about 95% of his business is now internet sales via eBay so that's why the bulk of space was allocated there. I got some really great bargains first time out on Matchbox 1-75 series (unboxed) and on Dinky Toys (both boxed and unboxed) on my second visit.

Peter Cossens, 15 Cookson Street, Camberwell.

I had to visit this place – my middle name is Peter and his surname is pronounced the same. Unfortunately he wasn't there but his shop was open and its really worth the effort of a 9 minute train trip. Peter's shop is just down the road from the railway station and is FULL of rare Dinky items plus a good smattering of everything else! I got some good deals on Matchbox 1-75 unboxed but he has most of the main brands in diecast and some lovely pieces of tinplate plus other old items. I hope to visit again this year.

That's it for now – I'll tell you all about the November Bendigo Swapmeet in a later article!

Jan Cousins

DEAR SIR, PT2

I would like to congratulate you on an excellent Kitset issue of Miniature Auto. I read it from cover to cover and the articles printed were interesting to say the least. After reading your article entitled Rotary reduction I was amazed to learn that model kits of Mazda RX3s were produced. In my collection I have a Mazda RX7 in 1:24 scale from Tamiya. This kit was given to me years ago, minus the running gear. I managed to find something to fit, this being running gear from a Ferrari Dino, which will eventually fit and a few modifications should look good.

I also have an unusual kit which I picked up reasonably cheaply. It is a 1973 Toyota Corona Mk 3, 1:24 scale, produced by Doyusha. It is a snap tite kit, but the body details are quite stunning. I bought it because it is something different and adds a difference to my collection.

Another kit I have which has been modified is a Nissan Skyline 1:25 (sic) Tamiya kit, which like Owen Dickson has done to his one, I fitted a wired V8 engine to the model. The kit was originally the Zexel Skyline, which I painted black and has a transparent bonnet fitted. I also have a Honda Civic with a V8 engine fitted as well.

Maurice Boyles article about cabinets for his models was also interesting and I have a couple of cabinets which have an interesting history. One used to be a fish tank, which needless to say no longer houses fish, but makes an ideal model cabinet, sitting on its side with the opening facing out. The other cabinet once housed a 14" TV, but now is home to my remote controlled Chev Corvette. It has a piece of tinted glass covering the front of the display where the screen used to be. So just about anything can be used to display your models, whether they be kitsets or readybuilts.

Finally my newest arrivals are all readybuilts. I have started collecting the Champion Racing Bikes. So far I have Carl Fogarty's Ducati 996, Colin Edwards' Honda VTR1000 and Valentino Rossi's Honda NSR500. These bikes are in full race livery and are in 1:25 scale and would make an interesting addition to anybody's collection.

Yours in modelling & collecting

Stephen Kelly

(An Editorial response over the page)

The Champion Racing Bikes collection are certainly a cheap way to get a nice collection of motorbikes, which combined with the earlier mega bikes series make a nice display on a shelf, especially if one does a little detailing to the wheels/brakes and engine areas to bring out the highlights and tone down the chrome a little.

Stephen, you do realise that your plans for the RX7 are sacrilege to two very different groups of people? It does however, as with Owens articles, show one of the benefits of building as opposed to collecting i.e., the ability to make models to suit oneself. Who cares if I believe no piston engine can be an improvement on a ported rotary, or that Ferrari fans are probably sizing up a suitable tree. If a Dino engined RX7 or a V8 Civic floats your boat then there is nothing stopping the builder from realising that vision, other than his own skill. In fact realising that vision is often a good way to improve those skills. One day mine might even grow enough to finish the corvette big block powered 55 Nomad or the Viper powered Dodge stealth street Machine that both lie part finished (or should that be part started) in their boxes.

Ed

Since my last comments in MA I've not done much in the way of model building, but I have added two small cabinets to house some of my smaller models in an effort to make space in my plastic kit cabinets.

Now I know there are some brilliant modellers in our club and some keen photographers too. You may be interested to know, the editor of fine scale Modeller magazine, of US origin, is preparing a twelve page promotional insert in a forthcoming FSM and is searching for photos of models of Commonwealth subjects by Commonwealth modellers.

If you can offer support, please do.

There have been some interesting motoring programs on TV haven't there? On Sky – Full Metal Challenge, Monster Garage and Rides to name a few. Yes *not to mention the mainstream shows on TV1 and Prime, Pimp My Ride on C4. There is also a great show in the US called Overhaulin', featuring Boyd Coddington (just ask any hot rodder who he is) and one doing the same sort of thing as a competition each week using motorcycles.*

Maurice Boyles

SCALE SEEN

Fancy extending your kit building skills, then Grand Prix Models of the UK have just the thing. All this in 1:43 scale.

MEA1000 Lotus 7 Series 3

£89.35

This model was originally being made by MEA for Make Up Company, but Bruno Mea has taken it back over under his own range. This way we see that he gets the credit for all the hard work that has obviously gone into the kit! If you enjoy working with photo-etch this is definitely



one for you! The kit includes a complete p/e space-frame chassis, which looks just like the real thing. This is then panelled with pre-cut etched sheets, again very much resembling the real car's assembly techniques, before finishing off with resin (the real car would have glass fibres set in resin!) nose, wings and bonnet. There are also a wealth of small metal components for the suspension and most of the drive-train to be carefully placed in the chassis. The Ford engine block is the only other major resin part. There is so much scope here to complete the model to almost any stage and use it as a centrepiece to a workshop diorama, or to use it as a base to model the Lotus or Caterham that you may have in the garage. Fantastic.

On the local scene Distributorship for the ixo ranges has changed again with Formula Zone picking them up to go with the other ranges they handle. Good news for fans of this range with improved availability. If your model shop is getting these check out whether they have any of the Tatra 603, great model of a different car.

Small quantities of the redline range have been brought in by SPR to test the market. While rather expensive I have to say the quality from all photos and reports I have read is top notch. The only error noted so far has been the colour of the backing decals for the Prodrive Ferrari 550s, which should be pink rather than white. However as the correct colour would look more like paint bleed I am prepared to forgive them. The Cost? Around the \$190 mark.

THAT'S NEW? THAT'S NEWS!

IXO 1:43 Diecast China

RAM109 Lancer Evo7 Sola Swe03	RAM111 Pajero Evo Fontenay 2 nd P-D03
RAM115 Focus WRC Martin NZ03	RAM118 Impreza WRC Solberg 1 st Cyp03
RAM120 Citroen Xsara Loeb 1 st Ger03	RAM127 Citroen Xsara Loeb 1 st San R03
RAM130 206 WRC Panizzi Cat03	RAM134 Corolla WRC Rossi Monza Rally03
RAM139 Impreza WRC Solberg Swe04	RAC024 Escort RS M. Wilson BRC94
RAC028 Fiat 131 Alitalia M. Alen 1 st Fin76	RAC029 Toyota Celica D. Auriol 1 st MC93
RAC031 Delta S4 Toivenon 1 st MC86	GTM017 Audi R8 Audi Belgium 1 st Spa03
LMM052 Viper 'Scorp Motorsport' LM03	LM1969 Ford GT40 #6 1 st LM69
LM1990 Jaguar XJR12 1 st LM90	LMC058 Renault Alpine A442 #16 LM77
MOC038 '04 Maserati Quattroporte Blue	MOC039 '04 Maserati Quattroporte Gold
CLC039 '51 Renault 4 CV Luxe Rouge	CLC049 Fiat 600 Jolly Red

MINICHAMPS 1:18 Diecast Germany

109183070 '53 Porsche Tractor	180099022 '52 Tempo 3-Rad Canvas
540851892 Lotus 98T 1 st Por85 Senna	180045622 '73 Opel Kadett C Coupe Orange
100021030 '67 - 71 BMW 1600 Cabrio	100051011 '69 - 73 VW 1600 Break Met Blue

MINICHAMPS 1:43 Diecast Germany

439030085 Setra S8 Bus Knecht	430020304 '87 BMW M3 Street White
400061262 '77 Porsche 911 Targa Red	431051201 '51 VW Export w/ engine Green
430040304 '00 Opel Corsa Blue	430065668 '73 VW 914/4 Green
430025024 BMW M1 Street Blue	430069308 '00 Porsche 911 Turbo Orange
430056060 '97 VW Golf Met Green	4391098 Anhaenger Kaesbohrer 3-Ans
400082120 '69 Mercury Marauder Bk	400786205 Porsche 911 SC Martini Saf78
430846612 Porsche 956K Bad Aachen	400036933 911 GT3-RS Hazardous Seb03
430121662 '74 Fiat X1/9 Black	400061072 '01 Porsche 911 S4 Red
400111024 '70 Citroen SM Dark Red	436103370 '84 Lamborghini LM002 Silver
400031590 Mercedes E Class Polizei	430121935 '96 Fiat Barchetta Dark Green
400061032 '01 911 Cab. Met. Grn	439079025 Buessing 8000 S Buegler Trans.
402025025 BMW M1 25th Anniversary Set (Street & Procar)	

CLASSIC CARLECTABLES 1:18 Diecast Australia

18056 Charger Leo Egghead #2D Bath.	18120 Ford FPV BA Pursuit Ute Acid Rush
18121 Falcon FPV GT Sedan Orange	18128 Falcon Ambrose Champ Edition
18081 FPV BA Pursuit Ute Blood Orange	18082 Falcon FPV GT Sedan Citric Acid
18130 VY Holden S. Richards 04 (1500)	18133 VY Holden P. Dumbrell 04 (750)
18134 VY Holden Longhurst 04 (750)	18131BA Falcon Lowndes 04 (3000)
18132 BA Falcon Seton 04 (1500)	18073 Falcon XTGT Silver
18076 Camaro Bob Jane ATCC Champ71	18119 '65 Mustang Bob Jane Catalina Crash
18125 Holden VY Ute Storm riders (1000)	

CLASSIC CARLECTABLES 1:43 Diecast Australia

1007-5 VY Holden Longhurst 04 (1500) 1008-5 VY Holden Dumbrell 04 (1500)
 1011-8 VY Holden S. Richards 04 (2000) 43596 Holden VY SS UTE Stormriders
 2004-8 BA Falcon Ambrose Champ Edition 2005-6 BA Falcon Seton 04 (2500) (9)
 2006-5 BA Falcon Lowndes 04 (4500)(9) 43585 Holden VY SS Ute Hothouse Green
 43588 VY SS Panel Van Phantom Mica

REVELL AG Plastic Kits Germany Various Scales

7237 Renault R23 (24) 7240 Ferrari F2003-GA (24)
 7544 Reefer Trailer (24) 4012 E-2C Hawkeye (144)
 3137 HMMWV M998 & M1025 (72)

POLAR LIGHTS 1:25 Plastic Kits USA

1965 Dodge Coronet (Also available as pre painted kits in Red, Light yellow & black)

HASEGAWA Various Kits Japan 3rd Quarter releases

HC14 Lamborghini Jota SVR (24) HC15 Lancia Stratos HF Stradale (24)
 E21 Heinkel HE111H-6 (72) PT36 Harrier GR Mk7 RAF (48)
 ST23 FockeWulf FW190A-5 (32)

AMT 1:25 Plastic Kits USA (Listed as new but see Editorial comments)

'66 Barracuda 'Hemi Under Glass'	'35 Chev Sedan Modified racer
'36 Chev coupe Modified racer	Racers wedge/Camper dual kit
'40 Ford Modified racer	Gremlin Modified racer
Pinto Modified racer	Vega Modified racer
'70 GTO Super Stock short track car	'70 Monte Carlo Super Stock short track car
'65 Falcon AF/X Daddy Warbucks	'65 Falcon AF/X Hubert Platt
'63 Tempest Funny Car	'67 Cyclone Funny Car
'63 Nova wagon Funny Car Boss Nova	'63½ Ford Galaxie Hardtop
'67 Chevelle Pro Street	



Polar Lights 65 Dodge Coronet pre painted
Bright Red



Classic Carlectables Bob Jane Camaro

IXO NEW RELEASES



Above: RAM115
Ford Focus WRC03 as
debuted at Rally NZ by
Markko Martin



Right: CLC049 Fiat 600
Jolly Red

Below: LMM052 Viper
'Scorp Motorsport' LM03

