

MINIATURE AUTO

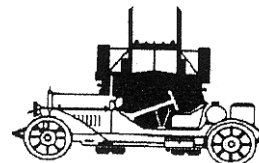
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Issue 220

A publication for and by collectors and builders of model vehicles



IXO Junior 1/43 Austin A35 4-door



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

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DEADLINE FOR MA 221 - 29TH MARCH, 2006

FROM THE PRESIDENT

Greetings to all Members.....

I know, I know.....it's all my fault....I know you're all devastated at the lateness of this publication, but what an interesting couple of months we've had in Model Vehicle Club Land.

As most will know, we had to re-schedule the National A.G.M. This had been set for mid-January, but due to varying circumstances, insufficient numbers meant that we couldn't reach the requirements necessary to create a quorum. But, the Cavalry came in the form of the Otago Branch, and in what must be record time, the A.G.M was planned, notified and executed with minimum of fuss and with great efficiency. Well done and a big thank-you to the Otago Branch.

Thanks also to Ian Cousins from Wellington, who despite his great efforts in planning and organising the A.G.M. from his end, was forced to relinquish proceedings when registrations weren't forthcoming.

Anyhow, it appears that you have a new Club President apparently!!! No, – seriously, I would like to thank-you all for the vote of confidence shown towards me. I hope I will be able to carry on in the established tradition, knowing that with the support of the National Executive, and all the Members of this unique Club, this will be possible.

Thanks must also be made to outgoing President Stan Beavon. As many will know, Stan has done a sterling job in guiding the Club to the firm footing it has now. Finally, I promise to get some photos of the A.G.M competition entries for you to dribble over, in time for the next issue of Miniature Auto (Ron the Editor is such a patient man!!)

Shayne Spicer



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EDITORIAL:

It is a pity that the original plans for the AGM did not go ahead. I suppose it was inevitable considering the busy life now and the cost of internal travel. That begs the question ~ do we have to stick to 'tradition'? Nowadays we can have 'virtual' meetings and perhaps even 'virtual' competitions. At least there will not be any worry about transporting those precious models!

Much of the Club's business could also be achieved through the Net; perhaps through the Web Site. The Secretary should be 'on line' at least and the Club should pay for a minimal ISP account for them (about \$10 a month). Even the Club newsletter could be disseminated by e-mail.

I apologise for the lateness of this issue ~ as ever! This was partly due to the postponement of the AGM (the news from it should be disseminated as soon as possible) and the lack of contributions. Everyone seems to disappear over summer! There is never much 'in the bank' as far as contributions go and I've even come to the last Ian Cousin's pieces. More, please.

There is still plenty happening on the model scene, both new and obsolete. The Net seems to have flushed out many interesting obsolete items ~ even in New Zealand. I am amazed at the number of Dinky Toys and Micro Models that have surfaced of late, some quite rare. I can sit at my computer and buy without leaving the house and have items delivered to my mail box ~ all I have to do is pay for them. Where's the thrill of the hunt? Is it spoiling the hobby?

Ron

LETTERS

Dear Ron,

I read MA219, and was shocked that you recommended the use of kerosene as a chrome stripper! I have not used this method nor Maurice's method of using soldering flux. I have a preference for common old household bleach Janola...the lesser priced supermarket branded stuff sometimes doesn't work! Obviously watered down too much!

The method I use is to obtain an empty old jam jar, put in the parts requiring stripping, carefully pour sufficient Janola in to just cover, (some parts will float) and put the lid on, and wait. Some chrome will come off within the hour. ~ most will be gone within 2! When you have stripped the chrome off, carefully remove the parts with longnose pliers and place them in a second jam jar. The 'used' Janola can be either stored in a marked container for future use or returned to the original container. There is no trace left of the chrome!! The parts can then be washed by putting in a FEW drops of liquid soap or washing detergent and half filling the jam jar with warm water, place the lid on tightly and gently shake.

Carefully remove the parts (longnose pliers again) or a sieve and then rinse in the sink (with the plug in!!) cleaning with the gentle use of an old toothbrush. Place the parts on a paper towel to air dry and then they are ready to repaint.

I hope that this may be of some use to the modellers who are not happy with their shiny bits!!

John Stanley

Dear Ron,

I have been watching the developments of the problem of non adhering paint, and wish to add my "tongue in cheek" suggestion as to a cure for all modellers.

Instead of building 'box stock'.....customise!!

When you customise in the manner of Maurice Boyles and Owen Dickson, you will find that the amount of filing and sanding that is required to be performed will remove any residue that is likely to be left on the plastic, heck, if you customise it enough there won't be any plastic left!!

The only problems you will have will then be covered with putty, undercoat, colour coat, top coat, and finally 52 coats of clear!!

John Stanley

SOUTHLAND:

BRANCH NEWS

Our January meeting was held at Roger and Sarah Larsen's home on the 18th.

Business matters:

That Graeme was asked to thank Ngaire Robertson for her part in selling so many raffle tickets (and winning one, it transpires!)

That Graeme himself be thanked for his donation of 70 plus stamps to the Club. It was moved by Fred and seconded by Graeme that Russell be empowered to negotiate with GWD for any future cars which may be suitable to raffle

There was some discussion on how much interest there might be as to the personal preferences as to the differing scales and the advantages or disadvantages of each. The nights' raffle was won by Paul (again!).

Competition results for the evening ('Any red Vehicle'):

Kits:

1st Nissan 300ZX by Brett
2nd Corvette Indy by Owen
3rd '66 Stutz by Fred

Readybuilt, small:

1st 1956 Lancia Ferrari by John
2nd Triumph TR3 by Russell
3rd Ford T Runabout by Graeme

Readybuilt, large:

1st 1903 Ford A by Russell
2nd Ford Mustang by Barry
3rd 1958 Pontiac by Roger

John Macgregor

Editor, Southland Newsletter

MARLBOROUGH:

The meetings for the Marlborough Branch or the NZMVC is now held at the Wesley Centre Methodist Church 3 Henry Street Blenheim.

This is due to the Blenheim RSA closing down for the renewal of a new combined club being built on the same site later on

Warren Tyson

Secretary, Marlborough Branch

AN EXCLUSIVE CLUB MODEL

I belong to several Internet modelling clubs/forums. One of these, Scale43diecast Forum, is like the NZMVC in that the membership is geographically widespread and have a broad variety in collecting interests, although all in the diecast or hand built resin model fields. Early last year one of the members brought up the subject of getting a 'club' model for members.

Over a period of a couple of weeks the idea moved from the nebulous 'good idea' stage to something more concrete. The initial plan became to get a model from one of the major collectible diecast companies utilising an existing casting but done in a unique colour and package. As I said earlier the members cover a wide variety of interests so a couple of polls were held to find a subject area that members would support (i.e. buy) even if it fell outside their primary interest. Further polling reduced the choice to a McLaren F1 GTR from the Minichamps casting. To please the road car collectors the eventual version decided on was a red long tail as owned by Nick Mason (Pink Floyd drummer and car collector extraordinaire).

Being a diecast model we were aware that we would need to order something in the vicinity of 1000 copies for Minichamps to even be interested in doing the run. However members were prepared to buy in quite high numbers believing that general interest in Minichamps McLaren F1 models would see them able to sell their spares on eBay for a profit. Word of the subject matter also saw forum membership numbers increase markedly. Unfortunately the project nearly foundered at this point when an approach to Minichamps was rebuffed on the grounds they no longer produced models for outside

organisations. (A policy that seems to be very selective given the record number of Porsche GT3 promos released during 2005)



Following this set-back the idea went on the back burner as there were no suitable casting in the IXO range (and many members didn't like the idea of IXO's lack of resale value). Approaches to AUTOart were met with indifference.

News then came through of Spark's intention to model the De Tomaso Pantera in various road and race versions. An approach was made to them about a Club Model using this casting. Whilst happy to accommodate us there ended up being problems related to timing which scuppered that possibility.

After another short lapse the idea was raised of getting a hand built model made. Forum sponsor Autobarn Models already make a series of short tail McLaren F1 GTRs so it was eventually decided order one of these as a Club Model. Unlike the diecast model option Autobarn were able to make exactly as many models as

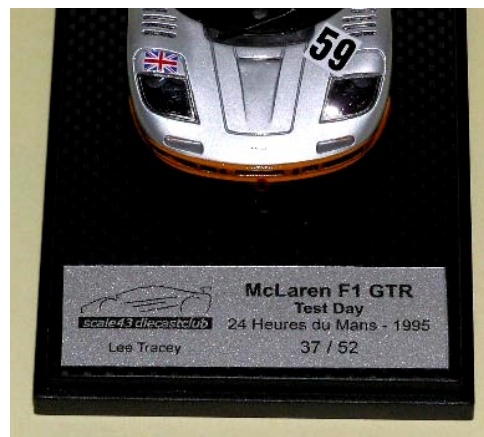
McLaren F1 GTR 24 Heures du Mans - 1995 Test Day

This is an exclusive release for the members of the Scale43 Diecastclub. It is presented on a carbon fiber base with a personalized ID plate for Lee Tracey. This is number 37 of a Limited Edition of 52 pieces.

With this ability the forum members decided to go for exclusivity, so membership was 'frozen' at that point (with many of those who had joined at the time of the Minichamps decision having left) and a specific model decided upon.

After much discussion and a couple more polls (we could probably take on AGB McNair or Digipoll by this time) it was finally decided to order the original 1995 Le Mans Presentation version. Whereupon it was found that this could be had either as presented to the press (without numbers etc) or as practised. (This car was subsequently repainted Black and sponsored by Ueno Clinic, going on to win that years race) The decision was made to initially produce the as practiced version, with a possible second Club Model of the Presentation version.

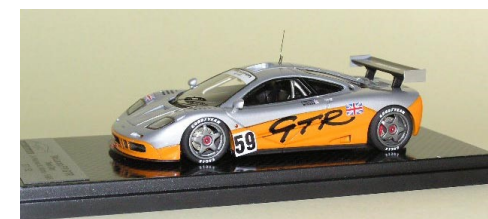
Having finally found the model we wanted and someone to make it a price was determined and orders were taken in May 2005. To avoid Autobarn being left with unwanted stock should people change their minds all orders had to be accompanied by Credit Card info which would be charged automatically when the models were ready for shipping. In line with the exclusivity policy orders were limited to one model per member.



After seven months of nervously watching the exchange rate between the NZ and US Dollars notice finally came through right on Christmas that the models were ready to be shipped. Mine finally arrived between Christmas and New Year. The Credit Card bill arrived about two weeks later with a slightly knee buckling charge of \$395 NZ dollars an increase of about \$14 due to the exchange rate changes in that time.

The model itself is absolutely stunning and comes on a carbon fibre look plinth and features a personalised plate with my name and the edition number on it. Whilst I would be loathe to spend this much on a club model every year I am happy to have done so on this occasion.

Lee Tracey



THE RAINBOW EFFECT

In a previous article, I promised to take you through the process, including mistakes, of my Maisto 1:43 Ferrari kit build. It has taken me some time to get to this point but that has been due to the time spent on adding articles to the Club's web site (please do take a look!).

As I said in my article I thought I'd pull a quick one and build a 1/43 scale Ferrari kit in answer to John Stanley's challenge as I was fast running out of time before the AGM Competitions. **BUT** my conscience wouldn't allow me to get off that easy and I decided that it would look better if I actually **DID** something to the kit.

So here's what I did.....

Step 1

Having built the kit and having been struck by conscience I decided to completely dismantle the kit to its components. This entailed removing the baseplate and pull-back motor, removing the axles and wheels, removing the interior, leaving me with the die cast metal body to take apart.

Removing the doors was the easy part! But this left me with a body shell still containing its windscreen, bumpers and light lenses. With careful attention I drilled out the rivet holding in the windscreen and then, with a very sharp knife, I removed the plastic welded "rivets" that held in the front and rear light lenses and the bumpers. These were put aside for replacement when the job was done. I



then masked out the rear number plate as I wanted to retain that on the finished model and it was just a paper based sticker

Step 2

Next I used an undercoat/primer to cover the original paint work on the model. I also applied this, using a hobby-type air sprayer, to the interior fittings. To speed up the process I **VERY CAREFULLY** applied heat from a paint stripper air gun to the metal casting, moving it continuously so that the model would not overheat and warp. Occasional touches with the back of the hand assured me the metal was not getting too hot.

I used the same process to dry the plastic interior but in this case I held the parts in my hand on the assumption that if it was hot enough to burn me then it was way too hot for the plastic! It worked and the plastic components dried quickly and without warping.

Step 3

So now it was on to the real task - finish coats! Now at this point I want to stress that this was the first time **EVER** I had tried using a proper mini spray painter. Sure I've used cans before on bigger models, but here I was trying to spray a rainbow on a 1:43 scale car!

So here goes.... with Indigo first (self mixed using black and dark blue until I got it "right") followed by the blue....

Then came green... and I struck my first problem. Unnoticed by me the temperature had dropped, the casting had cooled and the paint **RAN!** I quickly grabbed the heat gun but it was too late... then I overdid the heat and bubbled

the paint. Only solution - sand it back.

Once sanded, I gently warmed the casting, and had another go with the green - slightly better, but when the yellow was applied I struck problems with the blend. The solution was to sand again and try again.

Finally I had a reasonable coating of yellow but the blend still wasn't right. I resolved to move on and come back to that later. You can see the "ridge" in the paint on the roof at the point where green meets yellow. I needed to think about that so on went the orange....

At last I was on to the red and by the time it had been applied I had worked out what to do with the roof blend. My solution was to very very lightly sand the point where they overlapped and then I sprayed several very light coats of yellow from the front of the model to the back, then did the same with the green spraying from the back of the model to the front.

Although there were still imperfections in the roof paint I decided to leave that be and resolved to remember this lesson for future attempts on other models.

Step 4

I now turned my attention to the interior. This was brush painted using Humbrol and Tamiya paints. I used matt black for the rear parcel shelf, plus the front housing that doesn't show when the model is assembled. A light grey was used for the seats with blue inserts. Carpets were painted blue and the steering wheel and brake lever were also picked out in silver, black and red. Although the photos don't show it, the finished edges are not as rough as they appear here.

The dash was treated to a coat of matt black, then grey, with the dials and radio being picked out in gold and black.

Now it was time to do something about the doors. I refitted them to the body and then sprayed them in situ, attempting to get the same angle and depth of colour as on the body. It seems to have worked... but it took half a dozen attempts to get there with problems of overspray occurring particularly on the right hand (passenger) side.



Step 6

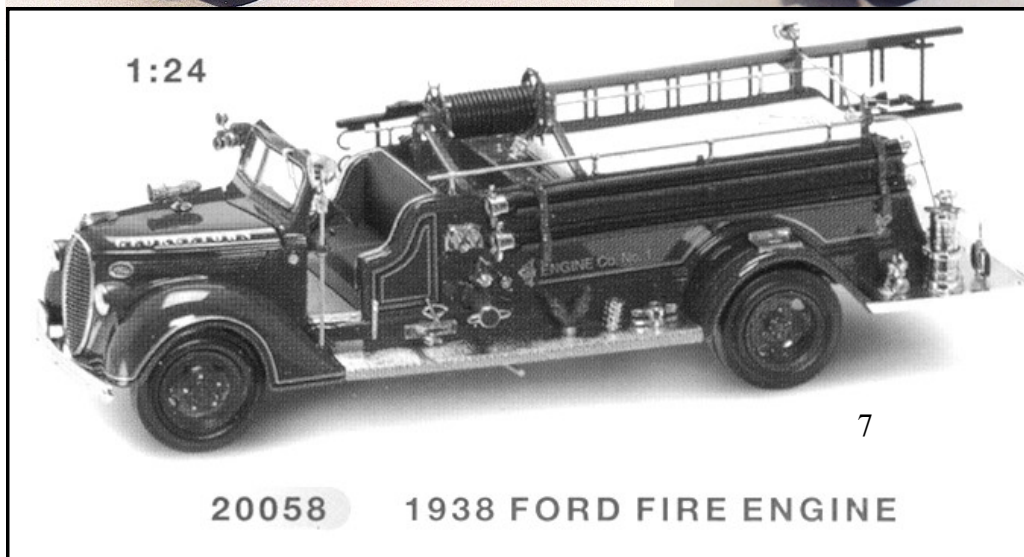
I then laid out all the component parts of the model to ensure I had not lost anything. It dawned on me that while I had taken care to paint everything in sight I had omitted to do one thing... so it was off to the paint box once again in search of an ultra-fine brush. After highlighting the windscreen wiper arms in silver and the blades in black on the exterior of the windscreen, and not getting as good a result as I'd wanted, I realised I should have painted on the inside of the screen - and that's what I did for the interior rear vision mirror giving a slightly better job. I'll need more practice at this before I'm satisfied with the finish so I hope The Warehouse has another sale soon so I can buy more small kits!

Step 7

At last it was time to reassemble the beast! First job was to refit the windscreen and since I'd drilled out its rivet I used PVA glue to position and hold it in place as it dries clear. Then I refitted the doors followed by a quick check to ensure everything fitted snugly again.

Continued on page 12

PHOTO MISCELLANY



1. Del Prado Bedfordfire 1/43
2. IXO Morris 1100 1/43
3. Brooklin 1940 Mercury 1/43
4. Edison Alfa Romeo Giulietta Sprint 1/43
5. Team Caliber Hudson Hornet 1/43
6. Signature 1941 GMC fire 1/24
7. Signature 1938 Ford fire 1/24
8. Edison Mercedes Benz SLK200 Kompressor 1/43

Next I positioned the dash which simply push-fits into the front of the car and turned my attention to the baseplate, etc. The rear motor and axle have to be fitted first, followed by the front axle which is then held in place by the interior. It all seemed to fit together quickly and easily

The baseplate and interior were then fitted to the body. Its easier to do this with the body sitting on its roof and then gently slipping the interior/baseplate into the body while ensuring the front axles don't get knocked. If they do its a good bet that the interior will come loose and the whole thing won't fit together - TRUST ME!

Step 8

Screw the baseplate on ~ doesn't the model look great? OOPS!! ~ forgot to fit the steering wheel! Won't get far down the road like that! Disassemble and fit steering wheel - there that looks better

Step 9

Here she is from the front left... and right... and doesn't that steering wheel look right at home! Here's a shot of the wipers and part of the interior taken through the windscreen too!

Step 10

Write article for Club Magazine!!!

- a) Sit down at computer, with a LARGE cup of coffee, weed out photos
- b) Resize them, type up article and upload to web site.
- c) While its uploading, pop outside for a smoke, then convert web site pages to Word Document and send to the Editor via email for inclusion in the club magazine, Miniature Auto. *[For those of you without computers, grab coffee, stationery, etc and write it down (step 10a), include photos and post to me. I'll type it up and send to the Editor (steps 10b and c)].*

Ian Cousins, Wellington

You may have noticed by the references at the start that this article was actually written a year ago. It is one of the articles I had in the 'vault' and now it is empty!

I apologise for the reproduction of the photos as we can only print in 'grey scale' and so the whole effect is lost. For the true colours; go to our web site at

www.nzmvc.in-newzealand.com

RONBLING ON

Is there a resurgence of tinsplate models? A few years ago, Gilbrow (a.k.a E:F:E) brought out a tinsplate racing car in the style of the famous 1920s CIJ Alfa Romeo. Now Corgi are going to make a tinsplate Routemaster bus, complete with clockwork motor as part of their Jubilee celebrations of the introduction of Corgi Toys, although this would have nothing to do with that event as Corgi Toys were exclusively diecast. Of course the Mettoy company was well established before the creation Corgi Toys.

I've always thought that tinsplate is an appropriate material for model vehicles as it closely replicates the steel of the real thing. On the other hand, the engineering of the joins and so on precludes an exact scaled down 'look' of body panels, etc.

Another recent phenomenon is the plethora of 1/24 scale buses. The Sun Star Routemaster has been on the market for a while and now there is an open top version as well. E:F:E have countered with a more modern London bus with the DMS; which was first issued in Hong Kong as one of their local buses. Now Sun Star will produce a 1/24 Bedford OB Duple with all sorts of gimmicks and working parts. Announced at the same time is another 1/24 Bedford OB Duple by a company called Original Classics. I suspect it is the same casting as the Sun Star, but the illustrations show it with roof quarter lights whereas the Sun Star one doesn't have them. This one also boasts working lights! (toys??).

At the other end of the scale line is a new series of 1/76 trucks from Classix. Unfortunately, judging by the photos I have seen of them; the cab castings are badly proportioned. So far a Ford Thames ET6 and an Austin K2 have appeared with a selection of backs and liveries. There is also an Austin 304/403 'Thripnee Bit' cab to come.

Motor bikes? There seems to be a rush of models on the market also with some competition between Minichamps and Guiloy (Spain) to produced the most detailed and biggest scale bikes. IXO isn't far behind but they seem to be sticking to the smaller 1/24 scale.

Talking of Minichamps; there has been a report that the company had been sold.

The Minichamps 1/18 Morris 1000 has finally come out in three body styles ~ saloon, convertible and Traveller. Why do makers always pick the late 1000 version of the Minor? Why do they only do a 2 door saloon? After waiting several years for Minichamps to finally get around to actually making the Minor; Sun Star are hard

On their heels with a 1/12 scale Morris Minor 1000 2-door (see what I mean?).

Oxford Diecasts also have joined the Morris Minor band with some 1/43 vans (along with Mini cars and vans). Once again, they are late 1000s with even an Austin grille version being available. Are they trying to repeat all the Lledo/Vanguards models?

While mentioning the Mini; Cararama have just released a whole range of Minis ~ car, van, Traveller/Countryman (with and without woody sides) and pick-up. They come in 1/43 and 1/72 scales. Not bad, except they stuffed up the grille as it looks more like the current BMW Mini!

Another popular subject with the model makers of late is the humble Ferguson TE20 tractor. (They still use on a daily basis at my work!). Universal Hobbies are making a 1/16 version and so is Schuco. Schuco also have a 1/43 model and Siku make a 1/32 version. The UH and Schuco ones may be the same as many of the Schuco items appear under different brand names. Did you notice that none of the companies are UK based?

What about the Chinese Century Dragon models? Ian Cousins has told us about them, but there are now more available. Some are simplified issues (and cheaper) of the CA770 car and more backs for the CA10 truck. If the company decides to make European or American prototypes to the same standard; it would sure shake up the market.

There is certainly plenty of variety out there for the collector. Keep on looking!

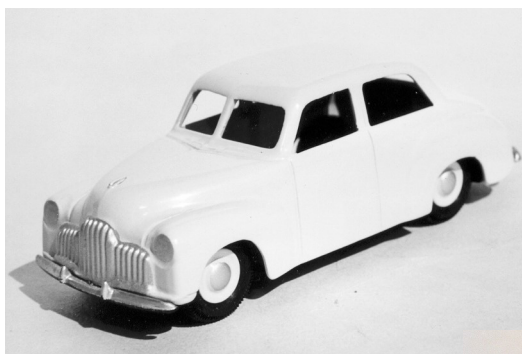
Cheers,

Ron

MICRO MODELS FOR THE FOURTH & FINAL TIME?

PART 4 *Continued from MA219*

This is the forth part of the Micro Models 'saga' dealing with the most recent reissues. The models are being dealt with by catalogue number rather than their release dates.



was cut short for that model, so I will carry on here.... Like the Jaguar, it suffers from the lack of a windscreen. It also suffers from a rather obvious 'cake mould' die, although the prototype does not have much 'tumble-home' of the body sides. The wheels for both models have been tampo printed to represent the steel type wheels complete with ventilation 'holes'. MM502 is painted red with cream seats and MM513 is pale blue with grey seats.

LE code for MM502 is **XHxxx**

LE code for MM512 is **ICxxx**

MM514, Ford Customline sedan "Victoria Police"

This is a bit unusual in the sense of a Police car as it has a two-tone colour scheme of blue body with a white roof. The wheels are



MM512, Holden FX Sedan

This is a plain version of the well used Holden FX sedan. It is painted pale green and that's about all to say about it!

Limited Edition (LE) code **HAxxx**



MM513, MGA convertible.

Another outing for the MG (see MM502 in **MA219**). Unfortunately, the description

MA220.p14

replica, it should have a rear mounted base-loaded whip aerial like the original Humber Super Snipe Traffic car had. Again, the door emblem is way over-sized, but accurate. Painted black, of course. I don't think the orange lensed side-lights are correct for the era.



LE code is **PBxxx**

MM516, Holden FC Station Wagon.

The first appearance of the FC wagon. This was one of the best of the Micro Models castings and one of the last of the original series. The casting is very fine and the 'cake-mould' die style has disappeared so



the car has the correct side profile. The only unfortunate aspect of this model is the rather uninspiring choice of overall mid grey for the body colour.

LE code is **HBxxx**

MM601, Holden FJ Special "Grey Cabs"

Strangely this model is not painted grey but tan, which in itself is strange as most Taxis of the era were black. The name Grey is of course from the name of the founder of the company. I think it was a Wellington (NZ) company. Other than the signs on the doors; there is nothing extra been added to make it a 'Taxi' (e.g. roof sign or aerial).



LE code **TGxxx**

MM602, Jaguar XK120

Another outing for the Jaguar XK120. This one is pretty plain with it's all over silver



paint job. This is relieved by having the seats picked out in red with white for the dashboard and a black rim for the steering wheel (although the spokes and horn button of this are silver). Headlights are white to give some contrast at the front but the grille and bumpers are the same colour as the body. Wheels too are all over silver (which

MA220.p15



I assume would in fact be a silver wheel with a plated hubcap). Anyhow, it would represent a steel wheeled car as opposed to the spoked wheels of MM407.

The original issues of the Jaguar had a flat cast base which ran under the axles holding them into the body. This meant that the fore and aft extensions of the base sat below the bodyline. Micro Models Limited bent the plate sufficiently to meet the body at each end; thus giving a better look.

LE code **IDxxx**

MM603, Standard Vanguard

One of my favourite Micro Models. A chunky model of a chunky car. I did my first solo drive in one of these from The Chateau (National Park) to Wairakei ~ quite a challenge for a novice driver as some of the roads were unsealed and slippery due to



rain.

Anyhow, enough nostalgia ~ the model ~

MA220 p16

lines of the Vanguard have been well captured. The Micro Models Limited issue is painted overall cream with cream wheels and silver hubcaps.

LE code **IExxx**



MM604, Holden FE sedan.

This is a 'plain' version of the FE sedan that has been used before by Micro Models Limited. The two-tone paintwork is well applied with no bleeding between the colours of red and white.



By coincidence, about the same time as the model appeared, a relative had just finished restoring a 'real one' also painted red with a white roof! With some extra silver trimming; the model would make a reasonable replica. OK, it is not up to Trax or Classic Carlectable standards, but pretty good for a model that started life around the same time as the prototype ~ almost 40 years ago.

LE code **HCxxx**

MM604, Ford Customline with windows.

Going back the ill-fated Matai Industries, after the collapse, when the remaining castings were auctioned off, Kevin Meates bought the stock. These Micro Models were later finished off and sold attached to a backer card under a vac-formed custom cover and sold as Torro Toys. One feature that distinguished the Torro issues from the Matai ones was that most of them were fitted with vac-formed windows simply glued in. Unfortunately, the glue was not up to the job and many are found now with the glazing unit detached from the roof.



With this issue, things have improved somewhat and the glue used seems to be up to the job. The Customline certainly benefits from windows with it's wrap-around windscreen so popular in those days.

The car also sports a two-tone paint job of dark green over light green. It also has a tampo silver side flash and colour matched wheels. Quite a deluxe model!

LE code **FAxxx**



The old FX ute creaks out again resplendent in an all over yellow paint job. It has the correct AA logo for the era tampo printed on the doors. This model also has a white metal tonneau cover on the well back which is detachable.

LE code **HDxxx**

MM607, Holden FC Station Wagon '500,000th Holden'



This is quite a splendid model. I guess the actual colours make it the 500,000th Holden, so presumably the real car that made that mark was painted like the model? I don't remember the New Zealand assembled Holden FCs carrying the complex two-toning of the model. However, Micro Models Limited did a good job replicating the finish in red and white. There is also a tampo printed chrome strip dividing the colours which is quite effective.

LE code **HExxx**

Apart from reissuing the old Micro Models, the company also imported various diecasts from Hong Kong for promotional use. There was a Mitre 10 articulated truck and several buses for various Super 12 (as it was then) and All Blacks Sevens.

Ron Ford

To be continued in MA221

MA220 p17

THAT'S NEWS? - THAT'S NEWS!

EG Edison Giocattoli 1/43 readymade diecasts from China for Italy.

The Edison company has been around for some time. I remember some diecast aircraft and some electronic cars, but this is a new venture. Interestingly, Schuco have some of the same cars in their Junior series.

Italian Collection

800121 Fiat 500D 1957
800221 Alfa Romeo Giulietta Sprint 1959
800321 Lancia Fulvia Coupe HF 1967
800421 Lamborghini Miura SV 1971

British Sports Car Collection

870121 Austin Healey 3000 Mk.III 1964
870221 Triumph Spitfire Mk.IV 1974
870321 MGB 1967
870421 Triumph TR6 1969
870521 Aston Martin DB7 Vantage
Volante 1993

870621 Jaguar XK8 convertible 1996

European Collection

840121 Volkswagen New Beetle Cabrio 2003
840221 Audi A4 Cabrio 2.0 2003
840321 Mercedes Benz SLK 200 Kompressor 2004
840421 BMW 645 Ci Cabrio 2004

Just about all the models are of open convertibles ~ even the Fiat 500 has the roof open!

Brooklin, Hand-Built 1/43 scale white metal Collectable Replicas from England.

Brooklin USA Prototypes:

BRK118 1951 Kaiser-Fraser Henry J
BRK119 1950 Packard Deluxe Eight
BRK120 1941 Chrysler Saratoga
BRK121 1957 Oldsmobile Super 88 Fiesta Station Wagon
BRK122 1939 La Salle 5 window Coupe

BRK123 1954 Plymouth Belvedere Suburban
BRK125 1953 Nash-Healey Roadster
BRK126 1936 Pierce-Arrow convertible
BRK127 1934 Studebaker Landcruiser
BRK128 1952 Cunningham C-3 Continental Coupe

Lansdowne English Prototypes:

LDM8A 1954 Triumph Renown
LDM47 1936 Railton Fairmile 3 position Drop Head Coupe
LDM48 1956 Hillman Minx Series I
LDM49 1951 Triumph Mayflower
LDM50 1957 Humber Hawk Estate
LDM51 1936 Morris Ten-Four Series II
LDM52 1956 Austin A90
LDM53 1936 MG SA Saloon

Rod 43 Hot Rods:

ROD07 1935 Studebaker Commander
ROD08 1959 Chevrolet El Camino
ROD09 1955 Chrysler C300
ROD10 1967 Ford Mustang
ROD11 1954 Hudson Hornet Club Coupe
ROD12 1951 Kaiser-Fraser Henry J
Rob Eddie Swedish Prototypes:
RE2A 1973 Volvo 144GL Taxi
RE12A 1935 Volvo P36 Carioca
RE15A 1973 Volvo 145 Taxi
RE15C 1973 Volvo 145 Express van SAS
RE20A 1970 Volvo Amazon GT 2-door
RE34 1987 Volvo 745 Estate

International Police Vehicles:

IPV14MET Wolseley 18/85 Metropolitan
IPV19 Ford Corsair Cheshire
IPV20 Mercury Commuter Milwaukee
IPV21 Plymouth Plaza Harwood Heights

Community Service Vehicles:

CSV01 Ford F1 Fire
CSV02 Studebaker Conestoga Ambulet
CSV03 Packard-Henney Ambulance
CSV04 Chrysler Saratoga Fire Chief.

NUREMBERG REPORT VIA LEE TRACEY

The first weekend of February has passed around again and while we in New Zealand were working out how to spend the long weekend; in Germany it was time for the annual Nuremberg Toy Fair. This is the biggest toy fair in Europe and Along with ICME in the USA (formerly RCHTA in Chicago) one of the two biggest in the world. It is only open to the Trade unfortunately. However with its timing so early in the year it is eagerly awaited by collectors as many manufacturers use this show to display their planned new releases for the year. Following is some news gleaned from various websites that covered the show pictorially. Some of these, especially the 1/18 stuff, may just be new colours/versions of previously released castings.

The undoubted star of this years show was the CMC 1/18 Maserati Birdcage which is one of the most stunning models I have ever seen. Also on the CMC stand were the newly released Ferrari 250SWB in Yellow, an Auto Union Hillclimber along with a V16 engine on its own stand (not sure if this is planned for production or just part of the display - but damn it looks sooo good) and some racing MB 300SLRs. Also shown at a very early prototype stage were a Ferrari F500 F2 and a Mercedes SSKL. Unfortunately CMC also announced a price rise at the show, however for anybody looking at the Birdcage this is worth every cent!

Over Kyosho they had a fairly full display with the new Alfa Brera in 1/18, along with Thomson and 'French' Daytona Competizione Ferraris, F40 Light Weight (1/12 scale), Porsche Boxster S in Black and Yellow, MB CLS, Audi A8, Fiat 131 Abarth Rally car in Alitalia colours, Racing KPGC110 Skyline at the prototype stage, BMW M5s in Motogp Safety car and Ring Taxi versions.

They also showed a (new) Mini Convertible with operable roof.

On the 1/43 front they showed their new Ferrari range with opening bonnets etc, including the Enzo (already available) and BB512. Also plenty of M6 and M5 BMWs including smaller brothers to those listed above.

Mattel showed of their new Elite range of Ferraris in 1/18 including the Enzo in Yellow (OH Yay ANOTHER Enzo Yawn) and prototypes of the 575 Superamerica and Fxx.

Solido had an early prototype of the Aston DBR9 with engine detail, also in an early stage was an all opening Peugeot 205 T16 Grand Raid (Paris - Dakar).

For the 1/43 fan IXO had plenty of interesting models on show including the resurrected La Storia range of Ferraris. Mostly very good looking though the packaging (in a fake book type thing) really sucks! Also on show was the BEST EVER model by IXO; their Aston Martin DBR9 in Silverstone, LM and Sebring versions. For the rally fans there were several new models after a quiet 2005. On show also, were Citroen C2 SS1600, Mitsi EVO WRC, Red Bull Skodas, OMV Xsara.

Other items of note from various stands Sunstar 1/12 Morris Minor and 1/24 Bedford OB bus Redline 1/24 Aston Martin DBR9. 1/24 Open top Routemaster, 1/18 Citroen DS19 convertible.

Minichamps had plenty of models on show but it was hard to work out what was truly new and what was just recoloured.

Continued, next page...

For those interested in looking at what was on show at Nuremburg the following links may be of interest:

www.diecast.net.au/gallery.htm?page=1&4&3&2&1&0&action=details&id=2378"

From Richard Poole of Biante contains captions

www.diecastcentral.co.uk/forum/viewforum.php?f=31&sid=2c955b9c96fb2969a9e4a36b65d90280

Also of interest to the Minichamps fans

www.minichamps.de/images/upload/Nuernberg2006/Neuheiten2006/Neuheiten_2006.pdf

Note; this page requires acrobat reader.

A little something for everyone I think, in fact just a bit TOO much according to my bank manager LOL

Lee Tracey

FROM ERIC BROCKIE:

Ricko Ricko models

Although more commonly called 'Ricko', the name is actually 'Ricko Ricko' and are a newcomer to the model world having begun in 2001.

They embarked on an aggressive marketing campaign to secure and consolidate themselves as a manufacturer of the highest

calibre of model.

They were only making 1/18 scale models and expected to go into 1/87 in 2004 but I haven't seen or heard that they are available yet.

Models are of excellent quality and two of the best sellers have been the BMW Dixie and the 1932 Austin Seven.

About 30 models are available at this time but 70 are shown in their brochure:

Alfa Romeo Spider Veloce 2000 (2 colours)
Alfa 147 Cup
Alfa 147 GTA Racing
Alfa 147 2001 (2 colours)
Alfa 156 GTA 2002 (2 colours)
Alfa GTA 2003 Racing
Alfa Romeo 33.2 (5 versions)
BMW 328 (2 versions)
BMW 507 (2 colours)
BMZ Z4 (3 colours)
BMW Dixie (2 colours)
FIAT Punto Rally 2003
Horsch 851 Pullman (2 colours)
Horsch 930V Cabrio
Lamborghini 350GT
Lamborghini Countach 25th Anniversary
Lancia Delta HF (9 versions)
Maserati 3500 GT Vignale 1959
Maserati A6GCS Berlineta
Mercedes 630K 1927
Mercedes 300C Limo & Cabrio
Mercedes 500 SLC (2 versions)
Mercedes 300 SL W194
Wanderer W 25K Roadster
Cadillac 16 2003
Cadillac Escalade ESV 2003 (2 colours)
Cadillac V16 Aerodynamic Coupe
Ford RS200 (2 versions)
Lincoln model K 1931
Lincoln Continental Convertible
Vector W8 Twinturbo 1991
Austin Seven deluxe saloon 1932