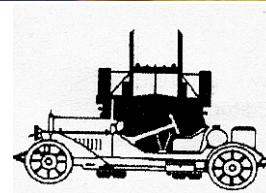


MINIATURE AUTO

Issue 225
January 2007

A publication for and by collectors and builders of model vehicles

38th Year of publication



Shayne Spicer's Jaguar Diorama. See page 14

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

CLUB DIRECTORY

NATIONAL EXECUTIVE

President: **Shayne Spicer**, 171 Surrey Street, St. Clair, Dunedin 9012
Phone (03) 456 1186
e-mail sandaspicer@clear.net.nz

Vice President: **Howard Brockie**, 77 Hocken Street, Kenmure, Dunedin 9011
Phone (03) 453 4013

Secretary: **Eric Brockie**, PO Box 1356, Dunedin 9054
Phone (03) 488 1048

Treasurer: **Robin Austin**, 57 Arnott Street, Alexandra, Central Otago 9320
Phone (03) 448 9276
e-mail austinrk@paradise.net.nz

Editor: **Ron Ford**, 52 Hillside Drive, Upper Hutt 5018
Phone/fax (04) 971 9808
e-mail editor@nzmvc.in-newzealand.com

REGIONAL DELEGATES

Wellington: **Ian Cousins**, PO Box 12-057, Thorndon, Wellington 6144
Phone (04) 934 5172

Marlborough: **Kevin Cook**, 186 Scott Street, Blenheim
Phone (03) 577 6818

Canterbury
Otago: **Carville Stewart**, PO Box 42 Sefton 7445
Graham Patterson
Phone (03) 455 0600

Southland: **Roger Larsen**, 75 Dart Street, Invercargill
Phone (03) 217 7028

Please address all correspondence to the **Secretary**

Change of address to the **Secretary**

MA contributions to:

The Editor,	or	Ian Cousins
52 Hillside Drive,		PO Box 12-057,
Upper Hutt 5018		Thorndon, Wellington 6144
editor@nzmvc.in-newzealand.com		nzmvewgtn@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 by the Club and/or the Executive.

ACCEPTING CONTRIBUTIONS TO MA NOW!!

FROM THE PRESIDENT

Greetings to all Members.....

Doesn't it just blow you away! How fast the year has gone. Where has all the time gone? How much has been wasted? How much was profitable? These are usually questions I ask myself at this time of year.

Model wise, I hope you've all had a successful year both in your collecting in general, and also in your projects – if you're a kitset builder or such.

Thanks to Ian for his article last month about the Collecting Hobby. This covered a lot of subjects and I thought it reflected the contrasts between the hobby of years past and modern day collecting very well. I'm sure Ian would love to see some dialogue from others on these same ideas.

I would also like to pay a special thanks to all the rest of you faithful souls who have contributed to the pages of this magazine over the past year. I know it goes without saying that Ron is greatly appreciative of everything that is written, but at the risk of sounding like a stuck record, please continue in your written endeavours, especially if you haven't sent something in before. I would doubt if there is anyone who reads this magazine who could say they haven't gotten anything or learned something from it this year.

If this issue reaches you before Christmas I would like to wish each and every one of you a very Merry Christmas and all the very best wishes for the coming New Year. Let's see what the coming year brings to the Model Collecting Hobby!!

Shayne Spicer



IN THIS ISSUE:

Directory	2	From The President	3
Editorial	4	Branch News	5
Model Vehicle Festival 2006	7	Swapmeets	7
Modelling with Maurice	8	Introducing....	9
Photo Miscellany	10	Carville's Capers	12
Rags to Riches	14	That's News?	18
Tailpiece	20		

EDITORIAL:

I suppose you are all wondering what has happened to YOUR **MINIATURE AUTO**? Yes, very late AGAIN. There was a whole series of personal events that kept me away from the computer, so the editing did not get done. Of course Christmas leapt up on me as well, so that also caused a delay (everyone on holiday, so the printing could not be done).

Also very short of 'copy' for this issue (as you will see), so if you have anything in mind, please forward it to me. There isn't even a report from the AGM because that is now scheduled for May.

I hope you all had a great Christmas and Santa brought you some great goodies. I was disappointed in the selection of model/toy vehicles in the run up to Christmas. Even the 'big red shed' had nothing new in the cheaper end of the market and who can afford the collectors' models now? I mean \$50+ for a 1/43 diecast is getting well beyond the pocket! The '\$2' shops also had nothing; very disappointing. It is now cheaper to buy obsolete models than new. The only things I have been buying of late are the Rally Car partwork cars. At \$20 each, they are good value. I must admit, the magazines that come with them are of little interest, so they get thrown away.

One of the local model shop owners pointed out something interesting in the Pocketbond catalogue ~ a 1/24 Bedford O series 'kit'. It is not certain what the kit is (plastic or metal) but it seems to be designed for 'choppers' with parts being available to make a big variety of 'rigs'. With the recent introduction of the 1/24 Bedford OB coach by both Sun Star and Original Classics (the ones who brought out the 1/18 Dennis fire engine), modellers could build up quite a fleet of Bedford variants. Pocketbond also produce the 1/76 Classix trucks, but the cabs are badly modelled, so I hope the 1/24 Bedfords are much better.

Dioramas seem to be a big thing in this issue. It is certainly a great way to show off models. I have always wanted to go one stage further and build a whole layout (like a model railway) with scale houses, shops, people etc. Of course it would be fully lit with working traffic lights, etc. Thereby hangs a problem, for what is the point of changing traffic lights when everything else is static? That is probably why the project has not progressed.

Don't forget every member can have a 'small advert' in **MINIATURE AUTO**. Forget the hassles of Internet selling and try one!!

Happy modelling all.



BRANCH NEWS

SOUTHLAND:

October Branch AGM and Monthly Meeting:

The meeting was held in the Plunket Rooms, Invercargill on the 18th October 2006.

Election of Officers:

Chairman / Delegate

Secretary

Treasurer

Newsletter Editor

Competition & Display organiser

Committee

Roger Larsen

John Macgregor

Fred Hawkes

John Macgregor

Owen Dickson

Brett Dronsfield

Roger Larsen

Fred Hawkes

Russell Corbett

Brett Dronsfield

Owen Dickson

John Macgregor

Annual Trophy Winners:

Big Mac Trophy for the most kitset competition points over the year:

Brett Dronsfield

Challenge Trophy for most readybuilt competition points:

Russell Corbett

Hawkes Trophy for the most combined points

Brett Dronsfield

Well done the winners!

Monthly competition results for October ('anything gold')

Small readybuilts	1st	FX Holden, Roger
	2nd	Falcon BA, Alan
	3rd	Sunbeam motorcycle, Fred
Large readybuilts	1st	1949 Cadillac convertible, Brett
	2nd	1971 Buick, Roger
	3rd	1958 Cadillac, Russell
Kitsets	1st	Star Wars R2D2, Fred
	2nd	Porsche Sharknose, Owen
	3rd	Porsche, Brett

John Macgregor

OTAGO

September Club Night:

This month we visited the St. John's Ambulance control room and station. It was a timely visit as the control room was about to close and be shifted to Christchurch, which will cover the whole South Island. The Otago control room had a large map on the wall which related to their coverage at the time. It showed the region from Oamaru to Bluff. This map shows where each ambulance is situated at any particular time.

When the phone rings, they can tell immediately if it is a Medic Alert Bracelet and the address where the alarm had gone off and an ambulance would be dispatched immediately if there was no response to a phone call to the residence where the alarm originated,

After the control room; it was a visit to the Ambulance Station itself to have a look at the vehicles. These were described in full including a demonstration of all the equipment in the vehicle. No wonder an ambulance cost about \$500,000 to put on the road fully equipped when the stretcher alone costs \$8,000!

It was a very enjoyable visit and most enlightening.

October Club Night:

I guess that is not quite correct because October is the month for the Branch Annual General Meeting. We don't have a normal Club Night at this time.

As with most Annual General Meetings. Members stay away because they might get themselves a job or nomination if they come along on the night!

Shayne Spicer has stood down as Delegate this year after putting two years into the position. We thanks Shayne for the time he has put into the job over the time he held the position.

Graham Patterson has stepped into the position and Leanne Brockie has joined the Branch Executive for the upcoming year.

Edward Van Aa;st and John Stanley declined nomination this year and in Edward's case, he has final year examinations coming up

Eric Brockie

Otago Branch Secretary.

MODEL VEHICLE FESTIVAL 2006

Even though 2006 was the 50th anniversary of the Alexander Blossom Festival, there did not seem to be as many people about. (*Could it be because of the atrocious weather? Ed.*) The town seemed to be quiet with a marked decrease in the number of hoons. Maybe this was because of a larger Police presence and searches of all the vehicles entering the town

We received a lot of good comment from the public who visited the Club display and after the weekend, we realised that we had the best door takings for many years in Alexandra.

Eric Brockie,

Secretary Otago Branch

SWAPMEETS AND SHOWS

Manawatu Toy Collectors Fair.
Community Leisure Centre,
569 Ferguson Street,
Palmerston North.
Sunday 1st April, 2007
11am – 2pm

Entry Adults \$2, Children \$1

Contacts: Maurice 06 357 9737 or Bruce 06 359 0982
houseofcapris@infogen.net.nz

NaeNae Diecast Model & Toy Swapmeet.

NaeNae Community Hall,
Treadwell Street,
NaeNae,
Lower Hutt
Saturday 21st April, 2007.
11am – 2pm

Admission: Adults \$2, Children \$1
Contacts: Julian Ashford, 04 970 8654 hashford@paradise.net.nz
Mike Hamilton, 04 563 6862
Note the change of day from Sunday to Saturday



MODELLING WITH MAURICE

“Say, how’s that model building going Maurice?”

“Well, Claude, to be honest – not good at all!”

After an explosive start, I just can’t get motivated at present.

Here’s a good tip for those of you who are feeling stressed ~ watch an episode of ‘America’s Funniest Videos’, and guess what; even the repeats are still funny!

I’ve seen those Road Champs Custom Garage models, Ron, where one has to buff them to reveal the shiny paint. Something different I guess anything to attract customers. *I have only seen the two versions around the Wellington Warehouse chain ~ has anyone seen the 1959 Chevy Impala or the 1978 Chevy Corvette?* RLF

How is the ‘Drive In’ Diorama progressing Paul? It sounds as if it is an interesting project. How many modellers have tried putting together a diorama? I’ve assembled a few over the years. I like them! If built small enough, one can display them permanently. The smaller the scale, the greater the number of vehicles can be included. However with 1/24 and 1/25 scales, I find that two vehicles is the limit in my diorama. Even so with one or two models, a lot of detail can be included.

You may have seen my two dioramas in **MA221**. On page 11, the Ford Bonus pickup is pre-war and on page 20 (back cover), it is the sedan’s final resting place!

The pickup is a Maisto 1/25 diecast model. The pebble base is from a pet shop and is probably a liner for a bird cage. The corrugated wall lining is from a gift shop (available in assorted colours) and simulated brick walls are from a model train shop.

As there are a number of 1/25 scale diecast available now, I offered my ‘weathering’ experience to anyone who would like a model done in similar style (for a fee, of course), but had no response. That offer still stands, by the way. Either a weathered model alone or in a display case.

With dioramas, anything goes. Constructing a diorama is just an advanced aspect of model building. There are a lot of ‘after market’ items available, but if you really want a challenge, why not try planning a project using everyday items around you.

Nothing compares to using your imagination and trying various ideas. Once constructed to your style, satisfaction is guaranteed!!

Maurice Boyles.

INTRODUCING...

Hi Ron

Thanks to Ian for his welcome. I hope to meet him at the swapmeet at Palmerston North if he is there.

My interest started when I began a collection of all models of all the cars and trucks that I have owned or driven in my lifetime (and it is considerable !)

I started with a model of a series 1 Land Rover as I was in to 4 wheel drives at the time and I have owned series 1, 2, 3 short and long wheel base types. the model is DY9 form the "Dinky Collection" by Matchbox. Since then I have collected a variety of models including Dinky, Corgi, Lledo, (especially the original), Vanguards from 96-99, Matchbox (early models) and also Fun Ho and Micro Models.

From all these different trials I have learned a lot about buying and selling on Trade Me and also become a little wary of some of the descriptions. I have had my fingers burnt a few times! Still, that's all part of the pleasures of collecting I suppose. "No rose without a thorn"!

My inclination these days is more and more to original Dinkys, that is before they put windows in them, but not exclusively as I would have to discount a lot of later cars of which I have fond memories. I also collect restored models if I can find them, and I am hoping in the near future to begin restoring them myself. If anyone in the Club is doing restorations and would not mind sharing some knowledge, especially on how to begin, I would be very pleased to hear from them. I do have some skills in that direction with a good workshop at home (Cambridge) as I used to be an engineer in Auckland for 30 years. When I semi-retired 3 years ago I moved to Cambridge and I now have a very pleasant job driving a school bus around this lovely country area.

The hardest models to find at an affordable price seems to be Dinky which is another reason for restoring . I also have a liking for the Dinky Collection by Matchbox and for the early Lledo Vanguards, especially the trucks from 96-99 made in Enfield London variety before Corgi swallowed them and shifted production to China. Nothing wrong with Chinese models of course, all my Matchbox Dinkys are made there and the detail is excellent, but for pure nostalgia give me a 1950's Dinky every time! (Still whatever blows your whistle!)

Right I will close now , I have bored you long enough . I look forward to meeting or hearing from anyone in the Clubroom. My home phone is 07 823 7251 (mob 021 1233 959) or you can email me on ready2go@kol.co.nz

Best regards

Mike Murray

PHOTO MISCELLANY FROM THE GREAT LITTLE TRAIN SHOW



Homage to the great Peter Brock



CARVILLE'S CAPERS

A small yellow card in my post box at the local garage/postal centre indicated that I had received mail that was too big to fit in the box. It was a medium sized padded bag, and it turned out to be the 2007 Corgi catalogue. Actually, it's the 2007 Corgi *book*, A4 in size, containing 172 pages with a £4.50 cost displayed. Apart from the contents, the whole deal got me thinking back to my first Corgi catalogue, dated 1961, obtained when Hobdays sold the first Corgi to reach New Zealand. Inside, written in my rather immature script are the prices of the models that were available in that first shipment. It is just a quarter of the size of the current version (A6?) and is just 24 pages altogether. It is interesting that both start with a page showing how the models are manufactured. The old one shows all the features of the models that made Corgi leaders in the industry at the time - opening bonnets, 'Glidamatic' spring suspension and "authentic self centring steering", as well as windows of course - little wonder that I was absolutely rapt with these exciting models. Nowadays, opening features, suspension and steering don't get a mention. More authentic finishes and liveries are important, and the latest idea - 'sights & sounds' - are included in some models. The latter are mainly lights and engine, braking and horn sounds. I suppose this is all part of the miniaturisation (and computerisation) of circuitry that has taken place in the ensuing years.



Of those 172 pages, only 115 feature traditional road vehicles and quite a few of these contain identical castings in a number of liveries. The remaining pages are aviation and figures - a very different product range from the early days. The other most notable feature of the modern range is the number of modelled vehicles that come from years well before their time of manufacture. In the 1962 catalogue, the vehicles were all reasonably current to that time - vehicles that the young collector would expect to see on the road at the time. This is not always the case in the current range - vehicles (road & air) date back to

the 1940's, with 1950's and 1960's strongly featured. I suspect that these days many collectors are older than they were back in the 1960's. Corgi and many other ranges have recognised that the current collector thrives on nostalgia. Dinky and Corgi used to pride themselves that the models they made were of vehicles that had often only recently been released onto the market - in fact much was made of models that were released at the same time as the actual vehicle. Every child - and it was the child collector that the market targeted - could proudly own a model at Dad's latest luxurious purchase. Now, the adult collector - also called 'boomer' or even 'older person' is still collecting



models of those very same vehicles that were modelled by Dinky and Corgi in their heyday, but now the shape is better, the casting is finer. The finish is immeasurably better, the colours more authentic and the packaging much more elaborate (and probably a greater proportion of the overall cost too).

It's interesting to realise that back then the car manufacturers must have seen the marketing value in the existence of models of their vehicles - their brand was being given free publicity in toy shop windows and in literature like the Mecanno Magazine. Now, nothing is free, and the model manufacturers must pay licensing fees to use the name of the real vehicle manufacturer. This relationship has to be 'advertised' on the catalogue pages and on the boxes - but what has it really done for the vehicle manufacturer apart from making them seem mean? We certainly know what it has done for the collector - put the prices up!

I have read about the concerns that some have for the model industry in the last decade. A number of manufacturers have disappeared in that time, as have a number of dealers. Some large manufacturers have shifted their production to cheaper Chinese concerns, and some small artisan white metal manufacturers have gone altogether. However, when one examines the literature, there is no shortage of models available for purchase - the number available is much much greater than in my early collecting days - and they are so much easier to get as well. What people should be worrying about is the number of collectors when the boomers begin to disappear. There do not seem to be as many younger collectors these days. Kids don't so much play with toy cars and trucks - they play computer games instead. They don't seem to dream about owning a real car - it's not a luxury and nor is it beyond the reach of most at even a relatively young age - so there is no need to substitute dreams with models. So what will happen when the older/boomer collectors die off?

Carville Stewart

RAGS TO RICHES

How did it all start? Well it started when I acquired a somewhat dilapidated 1/24 scale Bburago Jaguar XK120 Coupe. It had become a victim of a burglary whereby the said model had hit the deck and suffered the loss of all its wheels and several grazes/scratches to its rather mundane shade of white paint. The owner of it ended up donating it to me, remembering that I happened to be a Jag Freak, and we joked that I should do something with it – like build an old shed around it or something!.....Hmmm. That was nearly three years ago. Blighter got me thinking though, all the same.

The shed part of it was never in any doubt. But then I started imagining a scene where a Bloke might remember that his Grand-dad used to have an old Jag. Then he might recall that it got parked up around behind the old barn, down on the farm, however many years ago. Finally after many years he manages to extract the Jag and embarks on a journey of restoration – a classic tale of the journey from Rags to Riches!!

So began a period of research and decision making. Should the walls of the barn be wooden or iron? And what colour should they be? Should the floor be dirt or concrete? Should the “showroom” part of it have carpet or tiles on the floor? Should there be one or two steps up to the stage? What colour should the “new” car be? (It too started off coloured white!).

The first problem solved itself easily. Being a fussy fart, I wanted to keep everything to scale as much as possible, and the roll of corrugated cardboard I discovered that my wife had bought from Spotlight, was almost exactly the correct scale for 1/24 scale, in fact it was only



half of one corrugation too small!! – Decision made!! Of course the traditional colour for a barn on a farm is red – Decision made!! Even at this stage I had enough inspiration to make a start on the basic construction. The base and walls were made of good old 18mm MDF, simply glued and nailed together. Next came a little contouring of the left side done very quickly with an electric planer and a file (whoever heard of a piece of dead flat ground on a farm?). Then I could proceed with the “corrugated iron” – kindly *donated* by my loving wife! This was simply glued to the wall surfaces with PVA glue, left to dry and then

finally trimmed.

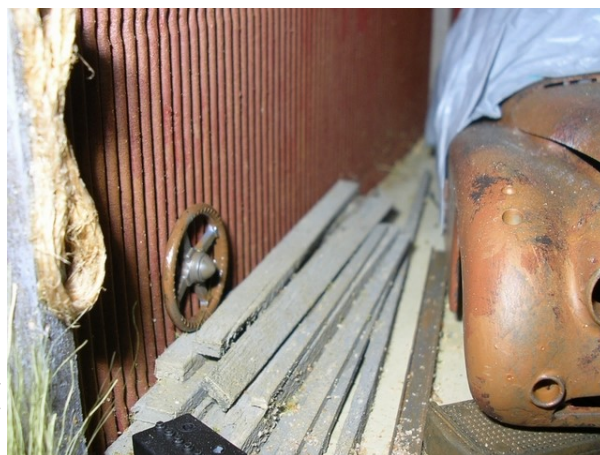
The traditional red paint had to be done at this point, because once the shed was built in position, it would restrict access to the inside walls with a paintbrush. Of course, being such an old barn, the paint has faded and oxidized badly, so to replicate this I experimented a little and settled on a recipe of Tamiya acrylic paints with a some Matt Red darkened a bit with a touch of Matt Black to dull it down a bit – The fun part of “rusting” it all up would come later.

The focus now was on the lean-to type shed. This followed roughly, standard building methods with typical 4x4 posts, a 6x2 beam, 4x2 rafters and 3x2 purlins to support the roof, which was made of the same corrugated iron - cardboard. The wooden framing timber was handily cut down to scale, to my usual fussy, pedantic standards, from appropriately gauged Balsa Wood, then assembled on my workbench, painted up in your typical “aged wood” paint and attached to the base – again with PVA. This was done after I had painted in the concrete floor. For this I used a Model Railroading product called Floquil. These took some getting used to as when using them, as they seem to be very “runny” and appear to have no depth to them until I started experimenting with layering of coats, just adding a bit at a time until the desired effect is accomplished. And they have a very “flat” finish to them too – not a good look - to have shiny concrete - I suspect!!

While all this was going on, and I had time to fill in while watching paint dry!, I could also start messing around with other aspects of the project like the cars themselves. Obviously the wreck I had inherited was going to be the “rusty” one, so in a short time I had it totally dismantled. The first job was to attack the metal work. This entailed grinding down the edges of the guards and doors from the inside out, with a Dremel tool until they were wafer thin. I couldn’t go too far or I would have nothing left. I spent quite a while doing this, but as you can see, it was pretty successful.

At each stage along the journey I found myself planning the sequence to follow, two or three steps ahead. For example, because there were no wheels, how was I going to mount it? Or, if the engine was to remain in the car, how would the bonnet have to be set? Or what else would I have to set on the base before I had to mount the car in its final resting place? Anyway, Dremel work also included enlarging cavities in the bonnet where the grille had been and also in the guards where the headlamps previously had been.

As can be seen in the photos, the decision was made to leave the engine and gearbox out of the car, and so were painted up in “grunge and greasy sludge” then parked in the corner and protected from the harsh weather by a piece of old iron. Speaking of the gearbox, - it and the muffler, because they were only seen from beneath the car, were in fact hollow. That is, had no top half to them, so I dutifully set about finishing off the manufacturing process by forming the shapes of both with good old body-filler. Yep – “bog”, the type your panel-beater would use on your real car! I then used my standard shade of grease and rusty-grunge paint on the engine and gearbox, and just ordinary plain old flaky rust paint on the exhaust!



If you took notice you’ll see how I solved the problem of the missing wheels. Old bricks were created out of some carefully cut Balsa wood, painted an appropriate shade of red/brown

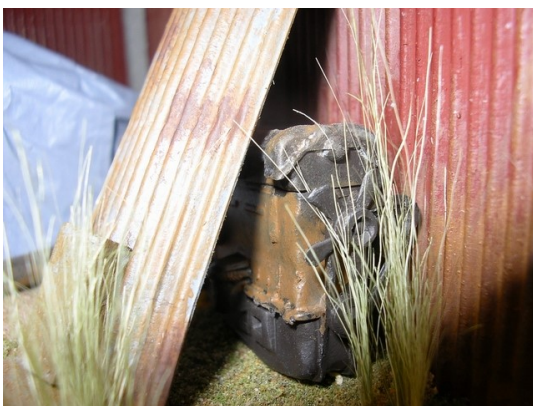
brown, glued into blocks of four and then glued in turn, to the lower edges of the wheel hubs. This gave me a basic final mounting height by which I could measure the width of the tarpaulin which would be draped over the car. More on this later. I could also start playing around with possible final positioning points while also thinking about some of the other accessories. These are the stack of old timber you see behind the car, also the couple of rusty old lengths of RSJ Steel and the piece of old steam pipe. The stack of timber is some random lengths of Balsa wood painted up in my favourite shade of “aged wood” and glued into place untidily. The RSJ is a couple of pieces of Modelling Polystyrene, again a Model Railway product found at your local Hobby Shop. The piece of Steam pipe is simply a length of heatshrink tubing - an electrical product.

One of the things I was always conscious of, was that I didn’t overdo things and have so much junk lying around, that it would detract or distract ones eye from the centre pieces – the two cars. So, perhaps I have created the “minimalist” farmyard look. How many times have you seen a farm with piles of machinery, junk and who knows what lying around?

Back to the car. It was time to start painting procedures. This began with sanding – like you do – with 400 grit sandpaper and then a couple of coats of primer. And more sanding. The painting itself, was really a big experiment with colours, techniques and textures. The other big thing I always had to keep reminding myself of, was that rust has no rules! Who said that rust had to take a certain shape or form? Or what is the exact shade of browns to use? No - rust is its own boss, so I just kept going until it looked right! Yep – that’s all I could do. Layering, dabbing with a paintbrush, washing a wee bit with some thinners, more dabbing with a different shade, and so on, until I was happy. Or more likely, that I made myself stop in case I ruined it, would probably more accurate! In fact, this is what I did for the RSJs, steam pipe, and the engine & gearbox unit as well. Was it successful? What do you think?

If you have been reading Miniature Auto for the last several years you will have discovered plenty of ideas, hints, tips and advice. Among these would have been a “recipe” for making a tarpaulin. Yes – our resident modelling guru – Maurice Boyles is to blame for this one! If you recall, it is very simple – Wrap object in Gladwrap or similar. Prepare a solution of PVA glue and water. Soak appropriate sized tissue paper for a few moments. Apply tissue

paper (yes – tissue paper – you did read right!) to model, and set to shape desired. Leave to set for a few days. Remove tarpaulin – now hardened, and the Gladwrap. Paint as desired. Yes – it really is as simple as that. The idea behind the tarpaulin came as I thought about the time when the owner of the car might have decided to make a start on restoration and with a great rush of enthusiasm, flung back the tarpaulin, removed the engine and gearbox, and promptly left it as it was, covering the engine and gearbox with a sheet of iron. I guess it’s happened before!



While all this was going on however, a problem was brewing. I still had to find a second car for the other side of the diorama. I did have one, but that was firmly ensconced in my display cabinet. As it happened, I did spy one in Toyworld just before Christmas. Exactly what I wanted – Bburago, XK120 coupe, 1:24 scale, and only \$29.95. Crafty old me thought that because it was just an old Jag *and* not the popular roadster model, that no one would want it! Huh – famous last words – needless to say, it had disappeared by the time I decided to rescue it, and now I couldn’t find one anywhere. Toyworld tried other branches – nothing, even the N.Z Distributors couldn’t get them anymore. Then I saw one on Trade Me and immediately had a crack at it thinking I might get it for \$20.00 – but would you believe - it went for \$65.00! I couldn’t believe it. Now what? Only one thing for it – my display cabinet was about to make a donation! Well after all, it too, was that putrid shade of off-white that I mentioned earlier, which didn’t suit the car anyway so I resigned myself to prepare it for painting.

Anyway, back at the Barn - now that I had the tarpaulin finished, and the car painted and mounted on its bricks, I could finally consider setting it on the base. This I did by using the original mounting point that held the car to its box, and a long screw from another model, then drilling a hole right through the base at the right point. This had been marked when I had the car all in bits and could mark through the chassis directly onto the base. Just before I set the car finally, I took the opportunity to lay the ‘turf’. This is probably familiar to many as being a model railway product too, but does the job perfectly. This was another job for the trusty PVA glue and water solution, this time in a trigger spray bottle which was squirted in a mist onto the base - after I had masked off the lean to shed and the main walls. Then some turf was sprinkled on and let to set, shake of the excess and then repeat the exercise two or even three times until it looked like enough was on to show a little contour.

The last major job on this half was to rust up the corrugated iron on the walls and the roof. This was done with another of the Floquil paints. This one called, for some strange reason – Rust! – Funny that! As I said earlier, there are no rules for rust, so I just went at it, a bit at a time and layer onto layer (about 4-5 layers until it was right), then finished each patch off with a smudge of dark brown flat paint in the middle. Job done! *Shayne Spicer*

Don’t miss the conclusion of the enthralling conclusion to this saga in MA226! >>>>



THAT'S NEWS? - THAT'S NEWS!

Brooklin USA prototypes 1/43 hand built:

BRK 80a	1937 Pierce-Arrow Travelodge (colour change)
BRK 132	1954 Chevrolet 210 Handyman
BRK 133	1934 Buick 96-S Coupe
BRK 134	1955 Chevrolet Suburban 'Carryall'
BRK 135	1955 Hudson Hornet 4 door Saloon
BRK 136	1947 Chevrolet Stylemaster Sedan Delivery
BRK 137	1956 Pontiac Chieftain 870 4 door Sedan
BRK 138	1955 Chrysler Windsor Station Wagon
BRK 139	1967 Chevrolet Corvair Monza
BRK 140	1954 Hudson Hornet Convertible
BRK 141	1937 Lincoln Model K 7 Passenger Sedan

Lansdowne UK prototypes 1/43 hand built:

LDM 54	1972 Hillman Avenger Deluxe Estate
LDM 55	1968 Vauxhall Victor FD Estate
LDM 56	1979 Ford Cortina Mk.IV 4 door Saloon
LDM 57	1960 Ford Consul Mk.II 4 door Saloon
LDM 58	1949 Lagonda 2.6 Litre Drophead Coupe
LDM 59	1956 Ford Prefect
LDM 60 1	1954 Wolseley 6/90 Series 1
LDM 61	1937 Jensen 3½ Litre S Type

Rob Eddie Scandinavian prototypes 1/43 hand built

RE 36	1939-45 Volvo PV56
RE 37	1940 Volvo 'Eftertanken' (alternative fuel trailer)

International Police Vehicles 1/43 hand built:

IPV 22	1945 Sunbeam-Talbot Ten 'Surrey Police'
IPV 23	1956 Austin A90 'Essex Police'
IPV 24	1936 Morris Ten-Four 'Sunderland police'
IPV 25	1956 Ford Mainline 'R.C.M.P.'
IPV 26	1947 Chevrolet Stylemaster Sedan Delivery 'Dallas'
IPV 27	1956 Pontiac Chieftain 'C.H.P.'

Hot Rods 1/43 hand built:

ROD 13	1961 Ford Capri Coupe
ROD 14	1964 Chevrolet Convertible
ROD 15	1952 Morris Minor 'Gasser'
ROD 16	1957 Ford Thunderbird
ROD 17	1948 Ford Pilot
ROD 18	1947 Chevrolet Stylemaster Sedan Delivery

Community Service Vehicles 1/43 hand built:

CSV 05	1953 Packard-Henney Junior Hearse.
CSV 06	1953 Chrysler Imperial Ambulance 'New Brunswick'

Factory Special 2007 1/43 hand built

F-S 06	1953 Buick Skylark Hardtop 'Prototype'
--------	--

BASE-TOYS 1/76 readymade models from the UK

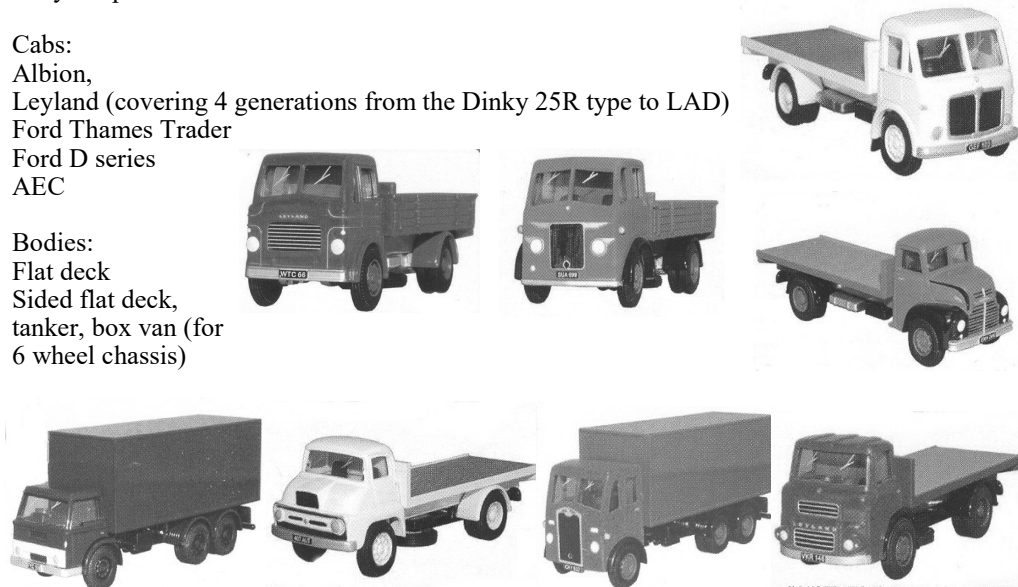
New series of plastic models with metal chassis. They are designed to be easily dismantled, so making customising (chopping) easier. There are eight different cab styles and four bodies. They are priced at £4.99.

Cabs:

Albion,
Leyland (covering 4 generations from the Dinky 25R type to LAD)
Ford Thames Trader
Ford D series
AEC

Bodies:

Flat deck
Sided flat deck,
tanker, box van (for
6 wheel chassis)



RC2 Corporation has announced that they will be dropping their lines such as ERTL, AMT, Racing Champions and Joy Rider 'die-cast and model kit automotive collectible product lines'. This information comes from a press statement which appears to have been written in USA Corporate Speak, so maybe I have misunderstood the message.

Hornby have taken over Airfix/Humbrol/Heller but now the production will be moved to China and India. It is expected that due to the rising cost of labour in China that places like India will be the 'chosen' makers.

Oxford Diecasts have been released from the constrictions put on them by the Corgi Company (not allowing their product to be wholesaled) and so have plenty of expansion planned for 2007 including their own factory in China.



TAILPIECE

There it is again. I hope the next issue of **MINIATURE AUTO** won't be as late!

Great to see the return of the Capers! More please Carville.

Some ideas for contributions:

- 1 *Review of a swapmeet or show you attended.*
- 2 *Review of the latest model you added to your collection*
- 3 *Trials and pitfalls of constructing the latest plastic kit from your favourite maker.*
- 4 *What really interests you in model vehicles.*
- 5 *News you have discovered.*
- 6 *Favourite ways of displaying your models*
- 7 *Ideas for promoting the Club*
- 8 *Book reviews (not necessarily on models but subjects that could be modelled).*
- 9 *Model wish lists—what would you REALLY like to see on the shelves.*
- 10 *Best place to buy models ~ locally, nationally and internationally.*
- 11 *Any topic relating to modelling whatsoever!*

Let's hear from you!!



Another View of Shayne's 'Before' diorama.