

MINIATURE AUTO

Issue 229

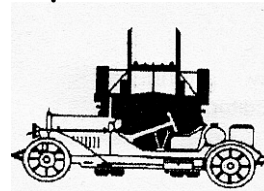
New Zealand

38th Year of publication



Josh Kelly's Ford Starliner ~ Model Expo 2007

A publication for and by collectors and builders of model vehicles



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

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ACCEPTING CONTRIBUTIONS TO MA NOW!!

FROM THE PRESIDENT

Greetings to all Members.....

Yes, I know, I know – late again! And yes – it is all my fault this time. I've been plagued with a strange affliction – RBS – Renovate Bathroom Syndrome!! No, no – it's OK - I'll survive! It would be totally unfair of me to expect any of you to jump to my assistance!!

Anyway – congratulations to the Ford family. Don't know about this new model though, - the Ford Grandson! Never heard of that one before! I suppose this type of thing is always in the “Product Development” stages for a good few years. I guess they start with the “conception” of an idea, working and preparing for about 9 months until you have a “Working Prototype”! After that I guess all the fine details and features are developed until it evolves into the 4WD version, and then through, and into the final 2WD stage, no doubt being subject to all manner of “Crash Testing”, suspension and drive-train development, and fuel economy tests!. I suspect it'll be environmentally friendly too – totally organic “Emissions”!!..... (Somebody please stop me!!).

The Otago Branch were privileged to be asked by the Otago Museum to be part of an exhibition held recently called – “Speed - Science in Motion”. The Club was asked to supply Models representing cars which famous New Zealanders either drove or owned. Also in the display were some motorcycles, - the Britten, and some of the Bert Munroe bikes, - one original, and one as used in the film. Check out the photos in this issue.

I trust all your Branch AGMs have all been successfully held and that the results will all be sent to Eric in due course.

Yours in Modelling



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EDITORIAL:

I visited a model train show a few weeks ago. It was well advertised, well publicised (articles and photos in the papers, etc), well organised, well located and well timed, and as a consequence, well patronised! As to the timing, it coincided with the Wellington Christmas parade, so there were plenty of family groups in town. What else did it have going for it? Movement of course, light and sounds, which is what our displays usually lack, although they could be injected in.

The layouts ranged from shelf sized Z scale up to a huge G scale affairs. Plenty of action there! I always like to look out for model cars used on the layouts and generally the ones used are either inappropriate or wrong era for the layout. An example was a roadway with vehicles travelling on them (a great eye catcher), but the trouble was that they were all current style trucks and buses but the layout itself was set in the steam era. I guess road vehicles on layouts are just dressing anyhow, so in some ways it does not matter.

It is good to see the resurgence in the interest in slot cars. The 50th anniversary of Scalextric has just past which helped the scene a bit. Back when the Club was formed; slot cars were the bane of the collector of 'real models' as generally the cars were just blobs mounted on a high performance chassis. Now of course they are very good renditions and are collectable in their own right. Slot cars would sure add life to any 'model car' show. On the other hand, radio control vehicles just seem to get under peoples' feet!

The Southland Branch report on the proposed visit to Richardson's Truck Museum has been included even though it is out of date. I thought it was interesting about the problems that can occur when arranging activities for the Members. My first thoughts were 'What's the use of a museum no one can visit?' I am a bit sceptical about the claim that it costs \$100 an hour just for the lighting as that works out at about 500 kilowatts of lighting or 5,000 100 watts bulbs! Maybe power is more expensive down South? For those who don't make the visit; there is a new book out featuring the museum, but that is \$90.

There is a series of short films about buying a home by a bank on TV. It is quite light hearted but they seem to be taking some delight at taking the mickey out of grown men who collect model cars - well at least they didn't call them toy cars!

Have a great Christmas and holiday and get lots of models in your stocking.

Ron



BRANCH NEWS

WELLINGTON

Report for the year ended 31st August, 2007

Well despite my best efforts, this year has been another quiet year for the Wellington Branch. We have again seen little activity but have managed to enrol a new member based in Cambridge. This member is a person to whom I have been selling items via TradeMe. I now close all my TradeMe correspondence with the following:

"If you are a collector of model vehicles, you may be interested in joining the New Zealand Model Vehicle Club. This club is possibly the oldest surviving club of its type in the world. For more details on the NZMVC visit <http://nzmvc.in-newzealand.com>."

The Branch is still in good shape – we don't spend any money and accrue little interest plus the member subscriptions so the bank balance mainly climbs.

There has again been little activity this year in relation to the Club's web site. I hope to find time to get back to updating the site and to improving the layout and information contained on it. However the information on the site is only as good as the information I receive from the Club's Executive and its members. Please remember to keep me informed on updates that are required on the site.

Ian Cousins

Wellington Branch Delegate

SOUTHLAND

Richardson's Truck Museum

The date for the November meeting has been brought forward, the venue changed, and substituted for a visit to the above on Wed. 14th November. This is an idea which has been floating for some time. The museum is not open to the public as most will know. We are probably luckier than we realise to have this on our backdoor. 'You would have to go to Wanaka or Yaldhurst near Christchurch for something on size parity, just to my knowledge. The very scale of floor space and number of exhibits in itself creates a special problem for the curator and the guide, in that it simply doesn't warrant them opening the show for a handful of people. As such, our original intention as a Club was to join in with another group, to boost up numbers. This hasn't happened, and we hope here to go it alone. We feel we can do this if many of the members who are

not active in the monthly meeting side of things feel they may enjoy this more hands-on approach. As well each and every member attending is welcomed, indeed encouraged, to bring with them anyone else they feel might enjoy the attraction, be they family members, workmates, rellies, friends, whatever. Bring them with you. Those in charge of the museum have no upper limit for the number attending, in fact they would like to see as many in the visiting group as possible. There would, however, be some minimum limit, which in our case would be 25 - 30. There can be the problem of Set Thinking when aiming at a minimum number. I mean by that any fixation with a certain number can end up being the exact number you end up with. As well, there are costs associated with opening a building of this size to the public, my understanding is that the lighting costs alone for an hour come to 100 bucks. With a mind to covering this and other costs, they do ask for some reasonable donation per visitor, which is left to each individual group to arrive at, and we feel \$5 would be OK. It is reasonably important that as a Club we make a good initial showing here, as we do want to have access to this venue again. For instance, in the case of some future National ACM. Should anyone want any further information, Russell Corbett has offered to give same at his home phone (03) 213 1331. I might add I can't feel any particular interest in trucks need be a pre-condition for joining in the evening. I know I don't really have any specific truck knowledge myself but just the sheer size and scale of the spectacle should surely be enough for everyone to find something that grabs them. Richardson's have apparently got a big thing going here. I haven't been there in over a decade and haven't seen it in its present enlarged state.

From the Branch AGM held in the UFS Hall, Tay Street on 17th October 2007:-

Election of Officers:

This was shortened by a suggestion (carried) of Graeme Robertson that the status quo be maintained

Chairman	Roger Larsen
Delegate	Roger Larsen
Secretary	John Macgregor
Treasure	Fred Hawkes
Newsletter	John Macgregor
Competitions/Displays	Brett Dronsfield/Owen Dickson

Fred Hawkes won the Big Mac trophy for the most kitset competition points. Russell Corbett won the Challenge trophy for the most 'ready built' points. Fred again was the winner for most combined points. Congratulations to both. In part, the fact that they were such very clear winners, also reflects their healthy meeting attendance record.

Competition results for the evening:

Large scale (1/24 and above, your latest purchased model);

1 st	1956 Maserati 250F	John
2 nd	1967 Mustang Shelby	Brett
3 rd	Alfa Romeo	Russell

Small scale:

1 st	Vauxhall Viva	1/76	Graeme
2 nd	Morris Minor	1/76	Graeme
3 rd	Ford Sport Trac		David

John Macgregor

OTAGO

Members will remember that we paid a visit to Roy McDonald Automotive for our September Club night and there was a great turnout of members present. It was a very memorable night to hear about all the cars that Roy has worked on over the years and some of the very rare cars that have been in his garage.

The garage is very well laid out with all the vehicles being worked on in their own area. Although the building is quite large; the number of vehicles inside is quite surprising with many being stored there awaiting work to commence. The range of vehicles is large that Roy has worked on from historic vintage vehicles to historic race cars from both around New Zealand and overseas. Many of the vehicles have finished at a private collection in Queenstown.

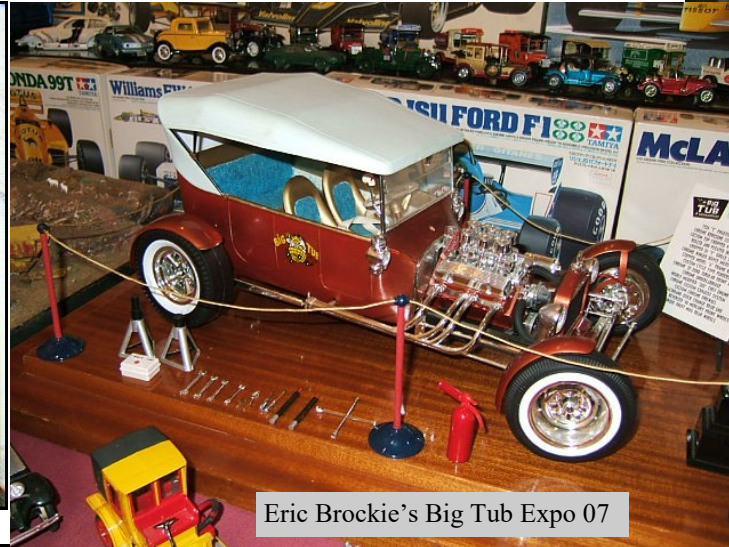
Certainly an enjoyable night and a lot of information supplied by Roy about any of the vehicles he has there at the present time.

Eric Brockie

PHOTOS PHOTOS PHOTOS PHOTOS PHOTOS PHOTOS PHOTOS PHOTOS PHOTOS PHOTOS PHOTOS



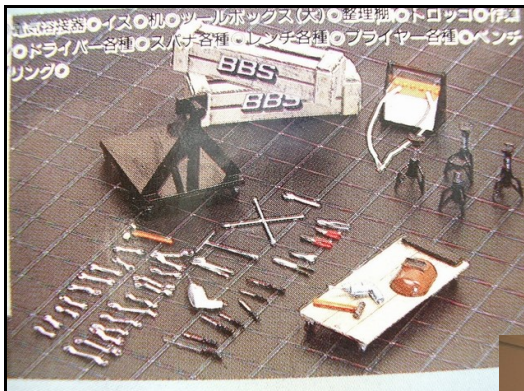
Shayne Spicer's 1:24 Fujimi garage equipment



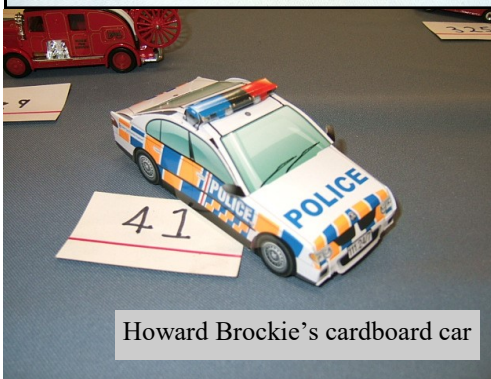
Eric Brockie's Big Tub Expo 07



Paul Drummond's Drag Strip Expo 07



Model Expo 07



Howard Brockie's cardboard car



Maurice Boyle's Hot Rods Expo 07

FAREWELL NORMAN MASTERS

Many Club members who knew Norman were saddened by his death on October 13th. 2007 and in the case of some older Club members we had known Norman for a long time.

My involvement with Norman goes back to before the formation of the Model Car Collectors Club of New Zealand when Norman made contact with me because he had read an article about my interest in models. That contact between us had continued for almost 50 years.

Norman was a real enthusiast for anything involving motoring whether it is full size cars either road cars or competitive cars and his strong interest in the smaller models of the vehicles.

In the early days of the Club Norman was one of the strong supporters to organise the displays the Club used to have in the original Otago A & P Society winter show building. Norman helped to put a display of some 1200 models into the first Winter Show display and this was before the formation of the Club. In those days 1200 models was an extremely large effort but a display that proved to be popular and a display that Norman gave his time to for many years even although he had to travel from Hillend to do the work.

He was a strong supporter of the Club for many years and with his membership number of 12; he joined in the first year.

Norman was a member of the Otago Branch Committee for many years and also acted as the Secretary of the Otago Branch for a number of years.

In the early days of Norman collecting I used to get a phone call from Norman to say have you read today's paper because Whitcomb and Tombs or Woolworths or some other retailer had an advertisement in the paper to say that they would have Matchbox toys on sale in the morning with a limit of two models for each customer. This was Norman - always a willing person to help other collectors try and get what they wanted for their collection.

Norman's collection is quite extensive with a strong showing of competition vehicles and many Club members both the long time members and more recent. members have been made welcome to Normans home at various times over the years to view his collection.

He had a particular strong interest in Jaguars, Rileys and Chargers and this could be seen by the full size cars that were lined up in his garage on various visits that the Club members made to his home. Norman was even in recent times still keen to help and offer advice to others.

Norman phoned me up recently to say "If you are selling any of the Fordson Major Tractor models be careful as you take them out of the box because I have bought two of them for myself and both models came out of the box in a hurry and a wheel broke off each of the models". That was Norman a collector who was keen to offer advice and help to other collectors.

If the Otago Branch had a display and social function Norman was always there and will to give a hand whether it be with models or in the kitchen to wash up after a meal.

A good collector and friend that will be missed by all who knew him.

Tribute by Eric Brockie

MIDGETOY - A BRIEF COMPANY HISTORY

In 1943 Alvin and Earl Herdklotz formed the A & E Tool and Gage Co. Their first products included precision-tooled equipment such as gauges for measuring the contours and shape of aeroplane propellers. At the end of World War II, as there was no more U.S Defense Department work, they decided to manufacture die-cast toys at their factory in Rockford, Illinois. The toys were designed in a way that reduced production costs and were more basic in design than the more established brands.



These toys were called Midgetoys (reputedly properly pronounced Midget -oy but commonly referred to as Midge-toys). The line consisted of model cars and trucks to begin with, but later it was expanded to include railway items and aeroplanes. The toys were not made to any particular scale and examples in my collection range from around 3 inches in length to 7 inches in length.

By the late 1960s the A & E Tool & Gage Co. began to suffer because of the Vietnam War. The price of the zinc alloys used in the production of the toys increased sharply and the company was forced to cease production of much of their well established Midgetoy line. It was during this period they introduced the "Mini" line, possibly to compete on a more favourable level with the likes of the Tootsietoy company which was also producing a much smaller toy item at the time. These toys were about 2 inches long and could therefore be sold at a lower price.





During the 1970s the company concentrated on the Mini line and the marketing of sets of toys, but in 1981, Al & Earl Herdklotz decided to retire. They sold out to a group of investors and over the next two years no new products were introduced with the result the company suffered badly. In 1983, Al & Earl Herdklotz bought back the company but after examining the company's manufacturing facilities, they decided that the equipment had fallen into such a state of disrepair it would be difficult to restart production. They decided, at that point, it would be best to sell off the remaining inventory since a large number of toys had simply been put into storage and were in very good condition. This provided a great opportunity for the Midgetoy collector to obtain Midgetoy products in great condition. Sadly Al Herdklotz became ill and passed away on December 28, 2002.

Hopefully at some stage I will be able to obtain some examples of the Midgetoy sets to compliment the small collection of Midgetoy items I currently have. Included in this article are a few photos of items in my collection, some of which were found here in New Zealand.



Ian Cousins

FUJIMI 1:24 SCALE GARAGE EQUIPMENT & TOOLS.

I picked up this kit (Cat # GT2) a couple of years ago, more as a curiosity than anything. As most of you know, I am mainly a 1:18 scale Diecast Collector, but like all of us, am always open to temptation, or anything else that may distract us in the modeling world. Since then I have built a diorama in 1:24 scale (Rags to Riches) and as alluded to elsewhere have embarked upon a second one (funny how things change); one which will be able to make use of this unusual kit.

Once I opened up the box I realized that this wasn't just couple of plastic pieces that needed painting, but rather a complex mix of over 60 different pieces of workshop equipment, furniture and tools, enough to make any half decent Kiwi Petrol-headed bloke dribble with envy. If you can think of something in a garage, it's probably in this kit. If you check out the photos of the box art, you'll see the scope of equipment included. Yes, even the office desk, chair and telephone. Even a camera to record construction of a project is there!

All the basic gear like Two-Post Hoist, engine crane, engine assembly stand, trolley jack, oxy-acetylene gas welding set, arc-welding set and tool boxes are all there. These all need some assembly, as do the furniture, shelving, benches and such but all of these go together easily enough, following the basic instruction sheet. But it's the myriad of small tools and other items that make this kit so intriguing. I mean, if you check the main box photo, you'll see a metal shelf (this is in the kit too) with some oil containers and a pair old shock absorbers sitting there on it too. But below that again is a set of triple side-draught Weber's. Yes – these are in the kit, likewise the plastic bucket, funnel, bench vise and the hack-saw on the bench opposite.

Now look at the photo with the creeper and engine stand. All of the individual tools there are in this kit too. Screw drivers, pliers, ring spanners, ring and open-end spanners, hand files, even pliers and a pair of scissors are there. Not to mention a terminal crimping tool, crescent and the Slip-Joint pliers too (or Poly-Grips – depends which end of the country you come from). Way enough tools to send even the most patient modeler cross-eyed.

That's actually part of the problem with this kit. Being 1:24 scale, the small tools, as great as they appear, are finer than the sprue tags that attach them to their respective frames. So, great care must be taken when separating them, not to actually fracture the tool itself. Then care is also needed when sanding the sprue tags that the item is not sanded away completely let alone dropped, where they may disappear into that great yawning chasm which is the modeling room floor!

As experienced kitset builders will relate, you get to know after a while, how a certain pecking order is formed in the quality of kits you work with. The bench-mark seems to sit with quality kits such as Tamiya. Some would consider that Tamiya kits perhaps to be almost the 'Rolls-Royce' of kitsets - that is, excellent to work with, very good detail, easy to follow instructions, very little 'flash' on parts, etc. Although this kit has good detail, I would rate it as 7-8 out of 10 if a Tamiya kit is a 10/10 This is evidenced by things like 'sink' marks on some solid pieces, some mould lines, and some plastic flash which needs to be trimmed or sanded before painting etc.

However, all these things aside, this kit is definitely usable, and after building and painting the Hoist and the Engine Crane I was happy with the result and further impressed by finding the arms of the Hoist actually swing in and out and raise and lower on their poles, and the Engine Cranes' boom raises and lowers on the hydraulic ram like the real thing. I can't wait to see everything all set up!! Watch this space!!

Shayne Spicer

Pictures on page 8<<

WHERE ARE THE KIT BUILDERS?

Where are all the kit builders? Ron needs us – write in!

I have to say – my return to kit building got off to a shaky start, but I think I'm back on track – the stock car circuit!

While looking through a Hot Rod magazine, I saw a neat early style track racer from the mid twenties. I wanted one of those! Indeed, I'd like to build up several assorted years.

Now, for those of you who are diecast collectors only, how would you go about wanting a model of a vehicle featured in a magazine? I think you would be lucky to locate something anywhere close, whereas a plastic builder has the power and know-how to construct such a model.

Recently, before I got around to even sourcing items for a build up, I was fortunate enough to purchase through 'Trade Me', a built plastic kit in 1/25 scale of a 1937 Chevrolet coupe modified with a tubular style chassis. It was very well put together. Details on it were sketchy, but after some research, it may have been an original issue or a re-release kit. It first appeared in 1977. Some of the AMT kits were re-released under the AMT/ERTL banner in 2005.

I've begun on a 1936 Ford Coupe now. It will be based on a stock assembled model but with minor changes for racing. Rather than removing the mudguards completely, I chose to just open out the wheel arches; thus giving plenty of tyre clearance. I shall make up an inner roll cage next.

The chassis wheels and suspension are all finished. The chassis and the lower floor area is painted in three shades of brown. This is to replicate the mud splatter from a dirt track!

Now I know this model is nothing like the picture in the magazine, but that one will be next when I decide what kit to use.

Maurice Boyles

Shayne Spicer has come to the rescue in this issue with his Fujimi 1:24 Garage Equipment and Tools article on page 13!

THAT'S NEWS? - THAT'S NEWS!

Brooklin 1:43 hand made cars from England. New for 2008

Brooklin US prototypes:

BRK 139	1967 Chevrolet Corvair Monza
BRK 142	1957 Rambler Super Cross Country station wagon
BRK 143	1955 Plymouth Belvedere 4 door Suburban wagon
BRK 144	1935 Studebaker Dictator 4 door
BRK 145	1959 Chevrolet Brookwood 4 door station wagon
BRK 146	1933 Stutz DV-32 Victoria convertible
BRK 147	1952 Cadillac Series 62 4 door sedan
BRK 148	1935 Nash Ambassador 8 sedan
BRK 149	1959 Studebaker Lark Deluxe 2 door

Buick Collection:

BC 003	1937 Buick Special 4 door Touring sedan
BC 004	1938 Buick Series 41 Touring sedan

International Police Vehicles:

IPV 27	1956 Pontiac Chieftain 'C.H.P'
IPV 28	1954 Wolseley 6-90 Metropolitan Police
IPV 29	1961 Austin A99 Westminster Bath Police
IPV 30	1949 Triumph Roadster Lancashire Police
IPV 31	1955 Ford Prefect Yoevil Police

Community Service Vehicles

CSV 07	1950 Packard-Henney Hearse
CSV 08	1950 Packard-Henney ambulance in red
CSV 09	1949 Packard-Henney ambulance in white

Lansdowne English prototypes:

LDM 62x	1964 Sunbeam Alpine 'Race Car' Special
LDM 63	1938 AC 16:80 Sports Competition Roadster
LDM 64	1950 Bentley mk.IV 4 door saloon
LDM 65	1956 Ford Consul mk.I convertible
LDM 66	1935 Triumph Gloria Vitesse Sports Saloon
LDM 67	1949 Humber Super Snipe III saloon
LDM 68	1979 Ford Cortina mk.IV Ghia Estate
LDM 69	1948 Bedford PC van
LDM 70	1957 Wolseley 15:50

US Model Mint

US 34 & 35 1950s Rogers lowboy – 2 versions.

Corgi First Half 2008 (highlights only!) The annoying thing about the new catalogue is that they only describe the real vehicle and not the model so some that are marked 'New Tooling' like the ancient (introduced in 1963) Land Rover, (which must be the longest run-

running diecast ever and the longest running error as it is a hybrid of a mk.I and mk.II) which has a headboard added ~ hardly new tooling! By the way, Vanguard's are back to being an undivided series. The 1:50 buses have made a return and it is 'interesting' to note that the Bedford OB will be priced at \$186 in New Zealand 900% dearer than when it was introduced in 1987 when it was \$20. However, all the foregoing is academic as I have just seen the Corgi Collector magazine and the 'Sea Side' 1:50 buses have been cancelled!

Aviation Archive (assorted scales);

1:72 Douglas DC3 and C47 (previous issue 1:144)

1:144 Vickers VC-10 airliner

1:48 Sopwith Camel and Fokker DR1

1:72 Bristol Blenheim IV

1:72 Hawker Sea Hurricane

1:72 Messerschmitt Bf110C

? Avro Vulcan (scaled to fit the box)

Modern transport

1:50 Scania 113/143

1:50 Iveco Stralis

1:50 Thwaites site dumper

1:50 JCB front-end loader

1:76 Renault Magnum

Buses:

1:76 Crossley D042 double deck bus

1:50 Seaside buses cancelled

Trackside 1:76 (or 1:72?)

Mini set

Mini van

Bedford HA van

Thronycroft Nippy

Vanguard's

Land Rover series I

Ford Escort mk.III

Plus the usual hoards of recolours etc.

Wanted wanted Wanted wanted Wanted wanted

Kitset News,
Diecast News.
Any Hobby News whatsoever!