

MINIATURE AUTO

Issue 232

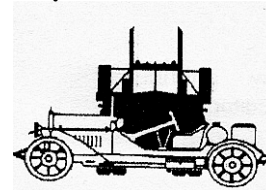
New Zealand

39th Year of publication



Shayne Spicer's 1/18 Toyota 2000GTs featured in this issue.

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

What is my background in modelling and collecting? Well with a father like mine what chance did I have of not starting in this great hobby of ours.

My first models were probably Tonka trucks and yes do I ever wish that I still had them today as they were all kept in pretty good condition but alas were sold to purchase other models which have in turn been sold to purchase even more models.

Matchbox 1-75 were my toys and 366 of them from 1962-1983 still form part of my collection today. Many may be chipped and will be replaced if better condition can be found at a reasonable price but not collected with vigor nowadays. Along side these are 25 Kingsize, Major Packs and Accessory Packs from 1963-64 and 85 Yesteryear from the start of Matchbox to 1984 all in mint condition.

The next step in my collecting journey was Rolls Royce models and at one stage these ranged from the cheapest toys that could be found to one of the Pocher kitsets. At the height of this stage I had approx 175 models and at one stage I was the youngest member in the world of the Rolls Royce Enthusiasts Club. A range of 30 of these models from cheap to the Pocher which is still unbuilt still form part of the collection.

Kitsets started when I was about 13 and although I have 56 in my collection very few are built and although I enjoy when I do do some occasional work on one it is on very rare occasions at the moment. Racing Cars, Hot Rods and Custom or Rolls Royce form this part of my collection.

154 other models form the remainder of the collection ranging from promotional models to 1/18 scale race cars and lately the fortnightly series of 1/43 scale History Of Rallying.

While a few are on display in a nice cabinet in the lounge most are currently packed away waiting on me to finish turning the garage into a rumpus room so I can put a couple of 2m high by 1.5m wide glass fronted display cabinets out which will let me get the majority of models out on display.

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That's as long as my wife Leanne doesn't want to take up too much space. 1 shelf in the lounge cabinet has gone to her Escort's and Mini's. No interest in models before we met but she decided if I can't beat them I might as well join them. 18 so far and counting as well as being a valued member of the Otago Branch committee. Good having the same interest as means I don't get the complaints when I turn up with a new model; I just get told "Great I can get another one now" which doesn't help my modelling budget.

And then there is my son Mike at 12 years of age with just on 60 models in his collection ranging from Hot Wheels to 1/18 V8 supercars. No particular theme but racing or Boy Racer are common. But then with a father and grandfather like he had what hope did he have.

I have been in the club for a number of years being member number 138 and have served on the Otago Branch Committee for quite a number of years. Even while living in Brisbane for 12 years was still a member although obviously not particularly active. Have met many great friends and have lots of great memories from all those years but the interest burns bright even if the money doesn't go so far these days.

Well that's the Brockie clan and their interests what are yours?

Howard Brockie

EDITORIAL

There has been quite a bit of discussion about contributing to MA; but at this stage, it is not possible to publish everything that has been said as it will fill the whole of MA! (Quite ironic, really!). At this stage, it would be better to compile the thoughts of the many and publish the synopsis in a future issue of MA. I apologise to Ian Cousins for deleting the section on MA contributions in his piece. It was just pure coincidence that there was so many references to the 'problem' in the last MA. Thanks to all those who have contributed to this issue of MA.

It is great to see a bit more variety in the contributions to MA. Keep up the good work. Thanks to Eric for his 'persuasions!' Just to pick up a point from Eric's letter in MA 231, it wasn't so much that I was not going ahead with my nomination for Editor, it just that events overtook the deadline for the nomination to be forwarded. Sorry about. However, why is it still in November when the AGM is in May? Don't forget any Member can stand for any of the posts on the Executive, so if you are unhappy with how things are run, why not 'stand' at the next AGM?

Whoops, I forgot to caption the picture on the front page of MA 231. It was of the new Siku 1/50 Mercedes Sprinter ambulance finished in the NZ St.Johns Ambulance livery. Happy modelling all!

AROUND THE BRANCHES

SOUTHLAND

Fred Hawkes and I put on a model display for the combined Fire Museum, NZ Fire Service, Order of St Johns, NZ Police, Civil Defence, Army Reserves, and other organisations. We were able to set up in either the Fire Museum or the St Johns rooms and decided to go for the room in the latter, located in Jed Street next to the Fire Station. A lovely room all carpeted with coffee available all day long.

Fred had several of his smaller St Johns ambulances on display along with a good selection of smaller fire appliances. I had about 15 models in total, some 1/24 fire engines, a breakdown truck and accompanying vehicles along with the BIG 1/18 Cadillac fire service ambulance and the equally big 1959 Cadillac hearse. We had the turntables going and with the 2 tables with white table covers, the display, although somewhat small, looked excellent.

At times it was a bit quiet with not many visitors, and then a few would come through all at the same time, mainly families with young children and a lot of touchy, feely fingers. We were kept on our toes. If we were to do this display again a crowd barrier would be essential to keep the children back as several of the models were "played with" but fortunately no damage resulted as Fred can move pretty quickly when the need arises. Later in the day gusty winds came up so the choice of going inside the St Johns room turned out to be the right one. We were happy with the day and some very favourable comments were received from the public and from St John members.

It is also interesting to note that the display we put on for the Vintage Car Club in January was attended by virtually all adults (and mainly men), whereas the above display was mainly attended by families.

Russell Corbett

Competition results for the June meeting:

Readybuilt, small scale:

1st	Graeme Robertson	Shelby Cobra
2nd	Brett Dronsfield	Auto Union
3rd	Russell Corbett	E-type Jaguar

Readybuilt large scale:

1st	Graeme Robertson	Mazda MX5
2nd	Russell Corbett	M.G.
3rd	Russell Corbett	BMW

John Macgregor

June Club Night:

This was a bit of a surprise to me and many of the other members who were present.. Although I do not have a particular interest in Radio Controlled vehicles; I went along to support the Club function because that is what makes the Otago Branch survive. Support from the members to attend the Club nights and functions that the Otago Branch organises for their members.

We visited the retail premises of EXTREME HOBBIES in Mornington which is only open part time and the major part of his business is Radio Controlled vehicles from cars to tanks to motorcycles to aircraft. When you walk in the door a large display cabinet on the right-hand wall has an extensive collection of second-hand radio controlled cars which most of the members thought were for sale. However we were all wrong because these were all a part of the shop owners personal collection of some very historic radio controlled vehicles.

It started with the very first Kyosho radio controlled car that they produced and we were given details of each model in the collection and what made it important. We as collectors of diecast models or builders of kits have our reasons for collecting or building what we do and like us there was a reason behind all of the models in the collection of radio controlled vehicles. The collection was very extensive and like our collections a very worthwhile collection if your interests are in radio controlled models.

It was certainly an eye opener for me and many of our members who were present for an enjoyable night. Once discussion on the obsolete models was finished, it turned to the latest models and details about how to get more speed etc out of them. A model which he recently raced at Ruapuna had an actual speed of 100mph for the entire race. The wear on the tyres for this race was down to about half the size from when the race first started!

We saw a radio controlled helicopter flying around inside the shop and a small second helicopter flying in the shop which could be purchased complete with the radio unit for \$60. I felt was an excellent price for a small model that you could fly indoors or outside.

An enjoyable night so if you are thinking of going into radio controlled vehicles pay a visit to EXTREME HOBBIES in Mornington

Eric Brookie

MATTERS ARISING FROM MA 231

From the Presidents:

Just a quick note to point out that my apologies were tendered to the meeting due to my wife's need for surgery. I believe I have only missed four AGMs in my time with the Club, despite the need to travel to many of them from the Wellington region for the last 20 years.

39th AGM

Two comments here:

Attendances: Low attendances at the AGM have certainly become the norm across all sorts of fields, not just our Club. For some it is the cost of travel (it can cost me over \$1000 to attend an AGM in the South Island with the cost of travel and accommodation) and sometimes it's the timing (see comment above about Lynne's surgery). In my opinion the Club has continued to provide a meeting at which the Club's business can be dealt with quickly and I always enjoy the various side events such as trips to places of interest, viewing other member's collections and, of course, the joy of discussing a subject with others of similar interest!

Fundraising: This could be left up to each individual Branch, however I personally feel that fundraising for the sole purpose of attending the AGM benefits only a few people within a Branch and it is not something I would want to be involved with. If fundraising is considered by a Branch it should be for the benefit of all members of the Branch – new trophies, or some other item that the members as a whole can gain benefit from.

40th AGM: To correct Howard's comment I must point out that Wellington did not ask for the opportunity to host the next AGM. We were invited by the Executive to host it and after consultation with the members I have declined the honour on Wellington's behalf, primarily due to the limited number of local members available to help organise the weekend. We are only 6 members strong and this means a heavy workload (usually for me as Branch Delegate) and unfortunately, with one member currently overseas (the one who is usually coerced into helping me) it was apparent the Branch could not accept the offer and risk having to cancel the meeting as happened last time when only 5 members nationally indicated their intention to attend. With a quorum of, I think, 10 being necessary to fulfil the legal requirements of The Constitution I felt, at the time, that to have members travel such a distance only to find we could not meet our legal requirements was a waste of time and money.

That's it for me at the moment.... I busy building web sites and hope to find some "spare" time to get some more contributions off to Ron soon!

Jan Cousins
Wellington.

EVAN'S TRACTORS PART 2

From MA231:

Fendt (Germany) is a model of the 1909 tractor to 1/16 scale by Universal Hobbies. The original is probably in a museum. Even though the model is painted dull grey, the detail stands out and is terrific. It helps if you know something about the prototype. It had a single cylinder horizontal diesel engine which is basically a stationary engine adapted to a tractor, which itself was a development of a horse-drawn hay mower. The single furrow plough was also adapted from being horse drawn and could still be used for either purpose.

The Ferrari F2 tractor described last month is a more modern version of the Fendt after forty years of development.

The Universal Hobbies 1/16 Ferguson 35X of about 1960 and was a test-bed for the '135'. They were trying out a new 3 cylinder diesel from Perkins with an extra 10 hp and another ratio in the gear-box,



differential lock and introduction PAVT wheels (Power Assisted Variable Track). It had a new paint scheme of red and grey (previously grey and gold). Another innovation was the introduction of 'Multipower' – a system of preventing stalling without changing gear.



Evan Blanch

TOYOTA 2000GT

By Shayne Spicer

Amongst the variety of themes in my collection lurks a vast hoard of Toyota's. I guess having worked with, driven and owned them for the last 25 years, I suppose causes some affinity to develop. The thing is, even as much as you like all of them, one or two always manage to capture your imagination and cause you to pause an extra minute or two as they wow you and cause you to deepen your level of admiration of them. For me, one such car is the Toyota 2000GT. Produced in only very small numbers, in fact a grand total of 337 vehicles, and in a bold exercise by a Japanese company in the mid-sixties, it is amazing that it ever got produced at all. How about a short history lesson?



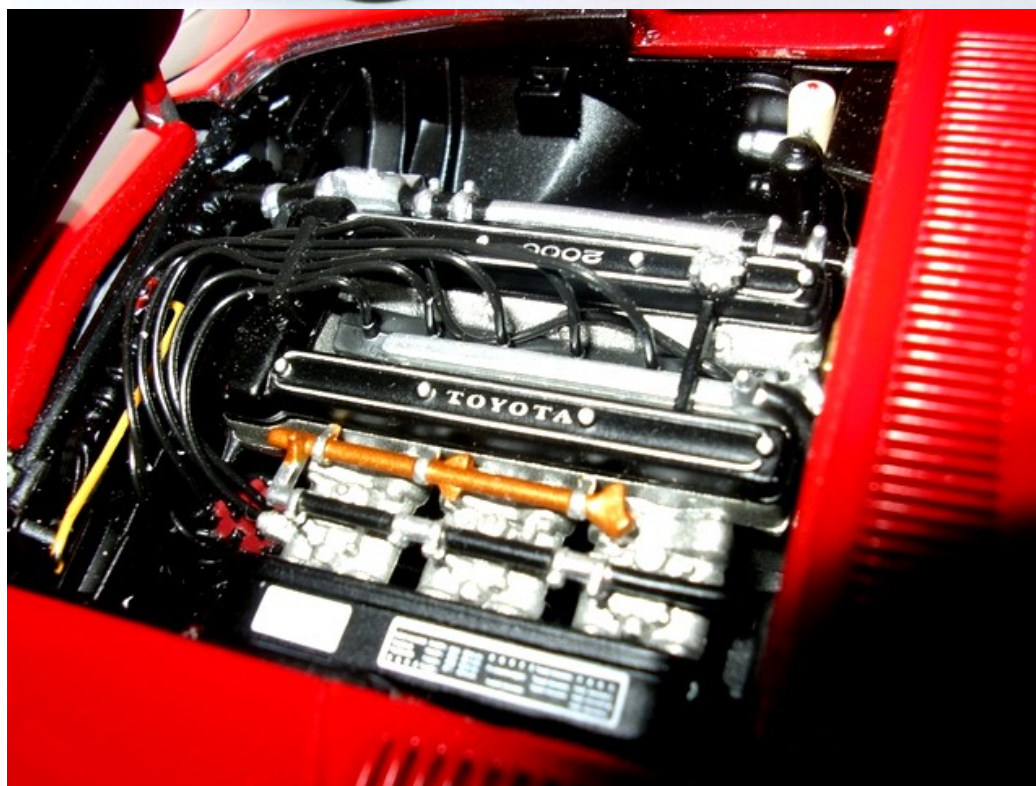
One has to remember that in the 1960's Japanese car manufacturers were starting to emerge as makers of quality affordable cars, and having found their feet and having established themselves at home, they were starting to look abroad for export opportunities. However, if you recall, most of the cars produced were staid, plain, family type cars, built for a purpose, and to a price. At this time, the prime movers in the Japanese car industry were Toyota, Nissan, Honda and Fuji Heavy Industries (Mazda) and most, seeing the impact the introduction of Sports

Cars was having in Europe and the USA, started thinking about producing their own versions. This was a time when the world had been struck, jaws agape, by cars like the E-Type Jaguar, Aston Martin DB4/5, Lamborghini Miura, Ferrari 250GTO, and a host of other innovative and stylish Sports and GT type cars.

But this story actually starts with Nissan – arch rivals to Toyota. In around 1963, Nissan engaged the services of a German-American automotive designer, one Albrecht Goertz, who being keen to assist the Japanese in Sports Car manufacture, agreed to provide input and styling ideas, and within a short period of time had a basic design down on paper and ready for production approval. Goertz now enlisted the services of precision engineering company Yamaha – famous for manufacturing musical instruments and motorcycles, to produce a working prototype. Nissan were very impressed with the whole concept (remember that Nissan had already being dabbling with sports cars – remember the Datsun Fairlady?) and looked all set to produce the car but at the last minute got cold feet and pulled the plug on the whole deal, saying that perhaps they should stick to their knitting – producing & improving the bread & butter models they already had, leaving poor Yamaha holding the baby as it were.

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SHAYNE'S TOYOTA 2000 GT



Undeterred, Yamaha went to see Toyota, who had also started messing with Sports Cars (as had Honda – remember the Honda S600 & S800), and had already had success with the diminutive Toyota Sports 800 (but that's another story). Toyota embraced the concept whole heartedly, but wanted Yamaha to utilize body design work already developed in their own design studios. This was no big problem as Yamaha now realized that it would have access to all of Toyota's considerable technology and so, was soon able to develop an engine using a current production inline six cylinder unit, resulting in Japan's first production six cylinder DOHC engine using triple carburettors and a 5-speed gearbox, not to mention a whole host of other Japanese automotive "firsts". Combine that mix with the Toyota designed body (note styling influences taken from the Jaguar E-Type), and in 1965 Toyota & Yamaha presented to the world the Toyota 2000GT at the Tokyo Motor Show to wide spread acclaim.

The whole exercise now turned out to be very lucrative for Yamaha, because to save themselves the expense of tooling up for production, Toyota contracted the manufacture of the new sports car back to Yamaha, signing off on the limited production run of just 337 units. Ironically now, Nissan seeing the fulfilment of the dream that could have been theirs, now re-enlisted the services of Herr Goertz for another attempt, and as everyone knows, the similarities between the 2000GT and the Datsun 240Z, released just a few years later, are unmistakable. This brings us nicely to the model you see here.

The Models:

AUTOart have produced this 1:18 scale version of the Toyota 2000GT with an amazing amount of detail. To the sports car enthusiast, immediately evident is the bonnet/cabin proportions – long bonnet and shorter coupe styled body, again – classic 60's styling. Looking at the front you can see grille mounted headlamps and also the pop-up headlamps. The pop-ups ones it seems, had to be added to satisfy strict, yet cumbersome U.S safety regulations, requiring headlamps to be 600mm up off the ground! On this model they can be activated by a small lever under the front of the car. The next most obvious items would be the twin side hatches seen in the front guards. It seems that space was at a premium in the engine bay so these hatches were created to give access to the air cleaner and radiator header tank on the left hand side, and battery on the right. As can be seen, the chrome work and fittings are all precise in fit and proportion, even down to the wiper blade refills being depicted in matt black paint and which hug the contours of the curvaceous windscreen superbly. Also of interest is the front and rear bumper treatment. Actually they are basically over-riders without any horizontal bumper bar at all, apart from the two small bumperettes above the front indicator lamps. At the rear end, we find the tail light clusters enclosed in their satin finish bezels with all lens work depicted in proper coloured glass both front & rear - as befits a model to this standard. The paint finish is superb with no sign of 'orange peel' or blemish of any sort and sporting a deep shine – again to AUTOart's usual standard. Notice also the ventilation louvers just ahead of the windscreen and to the rear and either side of the bonnet – these are actually all properly formed and not painted on decorations.

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FROM TOYS TO MODELS...

In my early memories Matchbox 1-75 series feature prominently in my collection which included a home-made garage with painted scenery and trees attached. Maybe a diorama in today's idiom?

Good play places were where a carpet join was close to the hearth in the lounge. This provided the benefit of warmth and a simulated roadway. (the join being the centre line as far as I was concerned anyway). Another good spot was the hall where the gap between the carpet and the wall was a great roadway.

When my father built on a new master bedroom the opportunity arose for a basement. Fitted with the usual basement requirements and glazed to catch the afternoon sun it was usually warm. For kids the best bit was the sandpit at the north end retained by a block wall so you could stand and play. The space was warm and dry so it didn't matter what the weather was doing we could play for hours. If the sand was too soft an old Raro tin of water was enough was enough to allow the sculpting of roads, filling stations and bus stops etc.

Probably the best bits were the sandpit cars made from off cuts of wood, smooth underneath with car like features cut and or drawn on them. Long pieces were styled to resemble buses, square pieces were vans but my favourite pieces were the long low bits which were styled into sports cars. One was really impressive with real glass in the windscreen. A whittled body to resemble a Sunbeam complete with dome tacks for headlights, small red nails for tail lights and ball point pens for spoked wheels plus a seat and steering wheel.

These were all great because they stimulated the imagination. They weren't bits of wood to use but any vehicle you liked. You could be anyone and do anything with some blocks of wood simple tools,-pens and an active imagination.

About that time or soon after our neighbour's boy about six years my senior had built a neat slot car layout in their basement. It was quite a long layout and snaked around some of the foundation piles and was well detailed with scenery and included rural features. There was a grandstand with banked track, fencing, and lots of lights along with plenty of Corgi cars as props. It was great to watch the cars move and I got the odd turn on the throttle as well. It was magic to a young school boy with a motoring bug.

Around this time some Dinky toys arrived into my collection. A white Ford Zodiac police car from my grandmother was much used and current location uncertain but definitely not lost. It ran very well through the tracks where the garden would be. Next to arrive was a black Fiat 2300 station wagon 'Pathe News'. Unfortunately the camera man, camera and tripod got trodden on but the wagon was still good for towing the Dinky boat – a green and cream runabout (Healey Sports

Boat).

The orange Land Rover Mki and later it's trailer must have got a lot of use judging by the wear on it today because it is minus windscreen and driver; bodywork worn away on either side of the front bumper but the paint is still in good order. The Mini Van however fared better because it had "AA" livery and is a nice little model but for some reason I didn't like it very much because it remains in mint and boxed condition to this day.

The Austin Gypsy one the other hand, got quite a bit of use as the driver had to get out! I've added four more Dinkys from this period, but not as toys. A Mini Moke paratroop minus the parachute, Lamborghini Marzal (you know the one with the doors hinged in the roof gull wing style), Range Rover mint and boxed orange paint and the NSU 80 unboxed but a very interesting car which some say was ahead from a later time. Lastly a car from a later period - the Jaguar Le Mans in Castrol colours. They were very common and I expect most of us have one lurking around somewhere. The last entry is a Bentley S1 convertible almost mint and in fawn colour and again the chauffeur has vacated his post.

As an aside some years later Matchbox used the Dinky name and their re releases aren't too bad but I will mention them in a later article.

My neighbour gave me his Corgi Vanwall with large white tyres he had added. It had done well in the down hill races – in other word on the tracks cut into the bank at High Street School (which, like Brooklands, suffered an unfortunate redevelopment – tree planting!), so I think this is a toy with a genuine pedigree!

My strong interest; some say passion for motor cars, has been with me as long as I can remember. Initially perhaps captured by movement and the colour, size, shape and finally purpose all in infinite variety.

Later I came to realise that every car has a story to tell and that fired my curiosity (I love a good story) by the stories and lives of the people behind each car. What was it's purpose? Did it succeed? If so how greatly and if not, why not? How badly (we've all heard of the Edsel.) You could argue the failures are just as interesting as the successes.

So from toys to play with to models to look at. Some models I have just because they are pretty cool models in their own right, but mainly because the model is representative of the one to one scale car and of the questions and answers posed above. Another motivating factor to my model collecting was finding out in 1974 that my eyesight was worse than I had realised and being told that I (being a car fan) would never hold a drivers license. Although a disappointment, I thought "STUFF IT" I will just have to have a model representation of the cars that interest me and I now have many!

Graham Patterson

MODELLING WITH MAURICE

Back in 1988 I constructed a service vehicle based on a Canadian prototype which was used as a mobile workshop and travelled to sites around British Columbia. One detail that I would have liked to have added at the time was an arc welder that actually flashed. By happenstance I've discovered just that realistic detail. For anyone with a minimum of electrical knowledge, this project costs less than six dollars.

While I was dismantling a toy figure (as you do!) which had a single flashing LED and a small speaker which emitted gunfire and verbal command, I noticed that the flashing light sequence was erratic – something like a welding arc. Stopping the sound was just a matter of removing the speaker by cutting the wires. The light was still operable via a small push button switch and a small circuit board powered by two penlight batteries.

Next step was to replace the small red light with something smaller and giving off a white light. A visit to the local electronics shop produced the goods and with a compact battery holder. The small LED was \$2:30, battery holder \$1:00 and the donor male figure \$2:00 (purchased at the \$2 Shop).

Where to put the battery pack was the next step. Initially I wanted to put it under the truck deck but there was no room so it had to go above. As I had built a welder to sit on the deck, I decided to install the battery pack inside the welder casing. As the welder unit was the power source, it was the obvious position for it. A 1:25 scale model doesn't allow much space to work with and the welding plant could not be too large and it would look out of place.

For the casing I used two early thirties bonnets back to back - narrowed for a snug fit over the battery pack. The front cover half facing the rear of the deck has louvers which gives the appearance that a generator is inside. To give access to the batteries, the rear section can be removed.;

The last part of the set-up was to place the bulb in a suitable position on the deck amongst the steel objects to be welded. A hole was drilled in the deck allowed two thin wires to be hidden and a sump guard was the chosen object to be 'repaired'. With the top of the bulb just visible through the sump guard, the operable arc can be switched on at random.

The generator welding unit has yet to be detailed with the necessary amperage display, etc.

The improved model will now be a candidate to sit on a diorama base and just to complete the scene, a male figure will be included with a welding helmet and holding an electrode handle ready to strike an arc.

Maurice Boyles.

39TH AGM AND ALL THAT!

39th AGM in Dunedin – another view

In mid-May, I drove down to Dunedin for the 39th NZMVC AGM. I managed to leave Christchurch late on Thursday afternoon as I wanted to visit my mother's friend in Timaru. I stayed in a cabin at the Temuka camping ground that night.



Museum display

After a quick look around the shops in Temuka the following morning (where I was very tempted to buy an old Dinky caravan sitting in a cabinet in one of the second-hand shops – but I didn't!), I headed south stopping at Timaru and also Oamaru where I walked through the 'Old Town' area which I had been planning to do for a number of years.

There was a gentleman playing a very old piano in one of the old barn style buildings there and it sounded superb – oh to be able to play like that! He told me that he had taught himself.

There is a very interesting car museum in Oamaru with other items of interest such as old petrol pumps, etc.

I arrived in Dunedin around 5:30pm and set myself up in a cosy little cabin in a Dunedin camping ground. Soon after, Eric came and collected me and off we went to the school hall at Caversham to set up tables for the weekend.

Later in the evening, Eric kindly took me visiting and for a drive around some of Dunedin.

It was an enjoyable weekend with a large variety of models on display. The weather was absolutely beautiful all the time I was there (they told me that it was always like that in Dunedin!).

On the Saturday evening, a number of us dined out at a restaurant. The food was excellent and it was a fun social time out with lots of laughs and a chance to catch up with the friendly and welcoming Otago members and their families.

Although I would love to have stayed in Dunedin longer (Dunedin holds a lot of 'magic' childhood memories for my sister and myself), I had to be on the road mid Sunday afternoon to be back in Christchurch that evening. Hopefully I can stay longer next time!

Many thanks to Eric and the Otago Branch members for an enjoyable and relaxing weekend, and as expressed by Howard in MA, to you Shayne, for all



Saturday Night Fever!

your efforts and positive outlook over the years



One of the entries in the AGM Competitions

John Henderson
Christchurch

PS Yes, I did bring some new models home with me – five Oxford Die-Cast 1/76 Morris Minor vans (which are excellent models for the price) and also an old 'well played with' Micro Model Holden which I hope to restore some time – and all for less than the price of the Dinky caravan which had its drawbar missing and also needed restoring.

*More revellers from the AGM 'big night out' and not a toy to be seen!
>>>>*



THAT'S NEWS? - THAT'S NEWS!

Oxford Die-Cast Readymade diecasts from England (China)

Oxford has taken over the revived Tri-ang Minic 1/1200 maritime range, so they now have another string to their bow.

BBurago readymade and kit diecasts now owned by Maisto (China)

1/32 Rally Cars:

- 18-41101 Subaru World Rally Team, Peter Solberg #5 2006
- 18-41002 Citroen World Rally 'Kronos Total' Daniel Sordo #2 2006
- 18-41004 Ford World Rally Team 'BP' Marcus Gronholm #3 2006
- 18-41006 Subaru World Rally Team, Cris Atkinson #6 2006
- 18-41007 Citroen World Rally 'Kronos', Sebastian Loeb #1 2006
- 18-41008 Ford World Rally Team 'BP', Mikko Hirvonen #4 2006
- 18-41009 Citroen World Rally 'Total', Sebastian Loeb #1 2007
- 18-41010 Citroen World Rally 'Total', Daniel Sordo #2 2007
- 18-41011 Ford World Rally Team 'BP', Marcus Gronholm #3 2007
- 18-41012 Ford World Rally Team 'BP', Mikko Hirvonen #4 2007
- 18-41015 Subaru World Rally Team, Peter Solberg #7 2007
- 18-41016 Subaru World Rally Team, Chris Atkinson #8 2007

E:F:E 1/76 readymade diecasts from England (China)

- | | |
|-----------------------------------|----------------------------------|
| 27313 Leyland TDI closed stairs | 34801 AEC Mercury flatbed |
| 20640 Plaxton Pointer Dart | 16010 Leyland PD2 lowbridge |
| 17506 Leyland National mk.II long | 15714 Plaxton Panorama Elite III |
| 34402 AEC mk.IV 4 axle flatbed | 34203 AEC RLH Weymann |

Revell Europe plastic kits

- 03038 1/35 TPz-1 Fuchs (Fox) A6 ABC
- 03036 1/35 SpFz2 Luchs (Lynx) A1/A2 armoured car
- 03000 1/35 LCM3 50' landing craft with Jeep and trailer
- 03069 1/35 Lkw gl Wolf (Mercedes Benz G Wagon military version)
- 07396 1/25 Corvette C6 Le Mans winner 2006
- 07254 1/24 Ferrari 348ts
- 07253 1/24 Porsche 956C Jägermeister
- 07252 1/24 Ferrari F2007 Formula One

Lion Toys 1/50 readymade diecasts from Holland

- Scania R Topline with frig trailer 'Thorburn International
- Scania R 500 Toline and Nootboom 3 axle trailer

Kyosho 1/18 readymade diecasts from Japan (China)

- BMW 760Li
- BMW M3 Coupe

SWAPMEETS AND SHOWS

September 2008

S.A.M.R Club
Papatoetoe Town Hall
Saturday 13th 11am to 4pm
Contact: Mark on (09) 266 9857

Hobby X Rotorua 2008
Girls High School Arena
Rotorua
Saturday 27th and Sunday 28th 9:30am to 4pm each day
Contact: Barry Jenkins (07) 3481450

October 2008

Aorangi Hobbies Expo Collectors Fair
YMCA Centre
Northcote
Saturday 4th 11am to 3pm
Contact: Graeme (09) 480 9117

November 2008

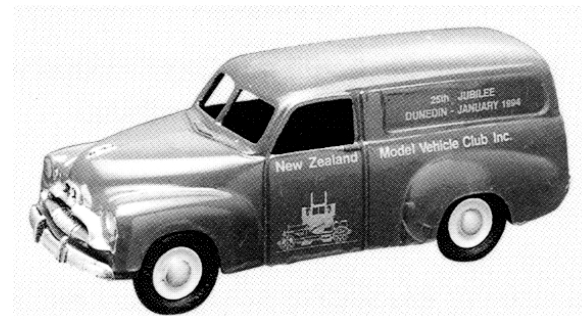
Nae Nae Swapmeet
Nae Nae Community Hall
Saturday 1st 11am to 2pm
Contact: Julian Ashford (04) 970 8654

Swapmeet
Mt.Eden Recreational Activities Centre
Dominion Road, AUCKLAND
Sunday 9th 11am (or noon) to 2pm (date to be confirmed)
Contact: 021 496 415

March 2009

Wanganui Model Railway and Engineering Society EXPO
Saturday 14th and Sunday 15th
Contact: neldun@infogen.net.nz

Please check times with the organiser/s. What about the South Island? Please forward any news to the Editor.



KIT CHALLENGE...!:

Its cold outside why not build model?

We all have one a model that we have wanted to build or one that we are halfway through building. Well, while its in the cold winter months why not have a go? Have a look at the vast majority of our displays and you will see they are mainly pay and displays. Now there is no problem with that, but why not build those numbers of kitsets up a bit. Even by building just one kitset, there is so much more reward in building the model than buying one and putting it on a shelf. If you need some inspiration, why not try going online and looking at a few modelling clubs there.

Here are some of sites you could try;

- ♣ <http://www.hobbyfanatics.com>
- ♣ <http://www.rockymountainmodelclub.com>
- ♣ <http://www.finescale.com>

Why not give something a try and have a model ready for your regions next show?

Keep on modelling,

Bevan Wilson

Wanted wanted Wanted wanted Wanted wanted

Kitset News,
Diecast News.
Any Hobby News whatsoever!