

MINIATURE AUTO

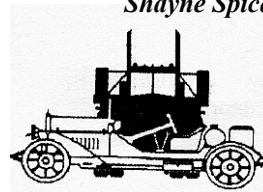
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New Zealand

40th Year of publication



Shayne Spicer's Review of Minichamps 1/18 Blower Bentley on page 7



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

Model cars have been taking a back step in the Brockie household over the last month while both Leanne and I have been heavily involved in the local Scout Gang Show. And while those of you who have met Leanne can probably imagine her on stage I know that the idea of me on stage is probably giving you all nightmares. Suffice to say that neither of us were on stage but working in admin and backstage where we are both happy to stay.

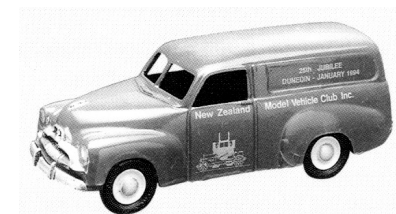
One of the things that really impressed me though was the result that you can achieve when lots of people contribute a little. The work ethic of so many people was amazing as was the result that they achieved. Lots of people contributed many hours over a short period of time for no recognition and all will be back again next time as they have for many shows. Why do we all keep going back? When asking that very question I kept getting a similar answer and that was because we have so much fun. Now perhaps that is something we need to try and instill in our own club.

Do we sometimes take ourselves too seriously? Should competitions always be about what model is best or should it be about my interpretation of the rules. What about some jokes with a motoring theme in Miniature Auto or tales of club members who have done something they would rather forget? We used to award the drip trophy at each AGM after an event at an Invercargill AGM of many years ago but what has happened to that in the last few years.

I've finally come into the modern age and purchased a digital SLR camera so no excuse now for there to not be lots of photos from Otago branch events. After all I should be setting the example. Now there's another idea. Should we run a themed competition each month in the newsletter? Editor could select a theme and we have to get photos with a model featured somewhere in it.

Ok had better go so till next time
Cheers

Howard



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BRANCH NEWS

OTAGO

Auto Spectacular July 4th 2009

As is customary, the Otago Branch once again had a small display in what is now Otago's premier motoring event. The themes this year were celebrating the 50th anniversary of the Mini, the VW beetle and because of the date, a red white and blue theme. The Otago branch members always come up with some models to show off and this year was no exception. The display, set up on a trailer was positioned beside the Miniatures of Transport stall of Eric's.

Although overall event numbers were down (about 3000) due to inclement weather, there was provided a fantastic array of vehicles, probably several million dollars worth just looking at the huge old American Packards, Cadillacs, Buicks and so forth. But as the Otago Branch keep on saying, and as the Marlborough and Southland branches have experienced, if you want to grow interest in the Club, you've got to be in the public view. Thanks to Otago Branch members Josh Kelly, Leanne Brockie, Bevan Wilson, Graham Patterson, and Stuart Reid who contributed models



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Shayne Spicer

SOUTHLAND

The meeting was held at Graeme Robertson's house on May 20th. Only a small number of members were in attendance due to the driving conditions on the night, which were bad for anyone living outside the immediate Invercargill area.

The meeting discussed:

- the future of the Club and the direction the members should be taking;
- the AGM held on the 9th May and the visit to Richardson's Truck Museum;
- AGM competition entries;
- thanks to those who assisted with AGM and congratulations to Roger and Graeme on positions on the National Executive.

May Competition results (1960s theme):

Kitset	Fred 1966 Stutz
Small readies	Graeme 62 250GT Ferrari 1st
	Graeme 64 250GTE Ferrari Police Car 2nd
	Roger 62 Holden 3rd
Large	Russell 60 Chrysler 1st
	Graeme Mk I Lotus Cortina 2nd
	Roger Mercury Coupe 3rd

The June Club meeting will be held at Russell Corbett's on 17th June at 8pm. competition theme for that meeting will be "1950s".

John MacGregor

OTAGO

Every so often the Otago Branch uses a club night to visit a club member's home or some other place of interest. This time we took the opportunity to visit Graeme O'Brien's place. Graeme lives on a farmlet on the outskirts of Dunedin and was very proud to show us around the various out-buildings, where the first surprise came as he showed us his old tin-plate Hornby Train Set. Not only did Graeme have a piece of circular track set up, but he also gave the key a quick wind up and set the engine going where it went around a couple of times.

Graeme then took us inside the house and to his room and the second surprise for the evening. Everything in Graeme's room had something to do with cars. All his walls are covered with pictures, posters and display cabinets. Graeme's collection consists of mainly small scale models like Matchbox, Fun-Ho, a few Hotwheels, and plenty of Yesteryears. Graeme tells me that he doesn't have any particular themes, but does admit his favourites are the multitude of vintage and Yesteryear models that he has accumulated over the years. Graeme also showed us part of a video tape that had been compiled by his father of footage

shot with a movie camera in the early to mid 1960's, of the local Vintage Car Club in and around the Oamaru and Dunback area where Graeme grew up.

Graeme is a very enthusiastic member of the Otago Branch and there is never a display that goes by in Dunedin, Alexandra or even Invercargill if he can make it, where he doesn't have some of his models on display. A special thanks to Graeme and his team for allowing us to visit, and for making us supper as well.



Shayne Spicer

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MINICHAMPS: 1/18 1930 BLOWER BENTLEY LE MANS

I have a new favourite model!! It had to happen one day I suppose. I wasn't looking for it - it just happened. I mean, it doesn't even fit any of my themes!! It's a Vintage Race Car and I don't collect Vintage Race Cars or even Vintage-any-Cars. I collect Australian Muscle Cars, Jaguars, Toyotas and Rally Cars and it doesn't fit any of those groups (I suppose Rally Cars could be Race Cars). So how did it happen? Well - it just did!! But I'm sure I'm not the only one who's succumbed to the temptation of acquiring a model just because it appeals to the eye, or to the sense of hopeless desperation we, who are of a certain affliction, have all felt at one time or another!!.

This model is the Minichamps rendition of the famous 1930's Le Mans 4.5 Litre Bentley Blower in 1/18 scale, and is one of the best detailed models I've seen in a long time. The history of these great cars has been covered 'chapter & volume' over many years, on many occasions, and I have no intention to write another one, but rather a very brief summary on which were, very famous, fast and esteemed cars in their day.

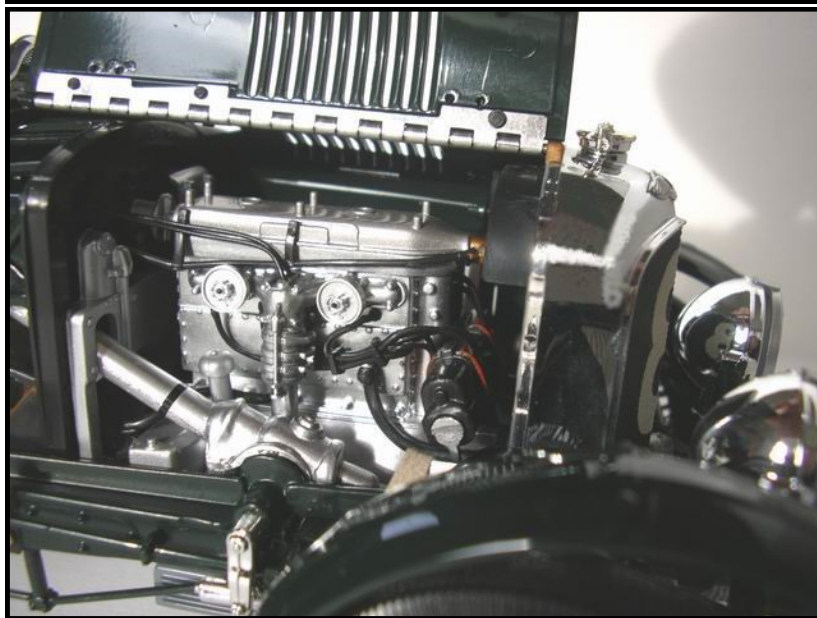
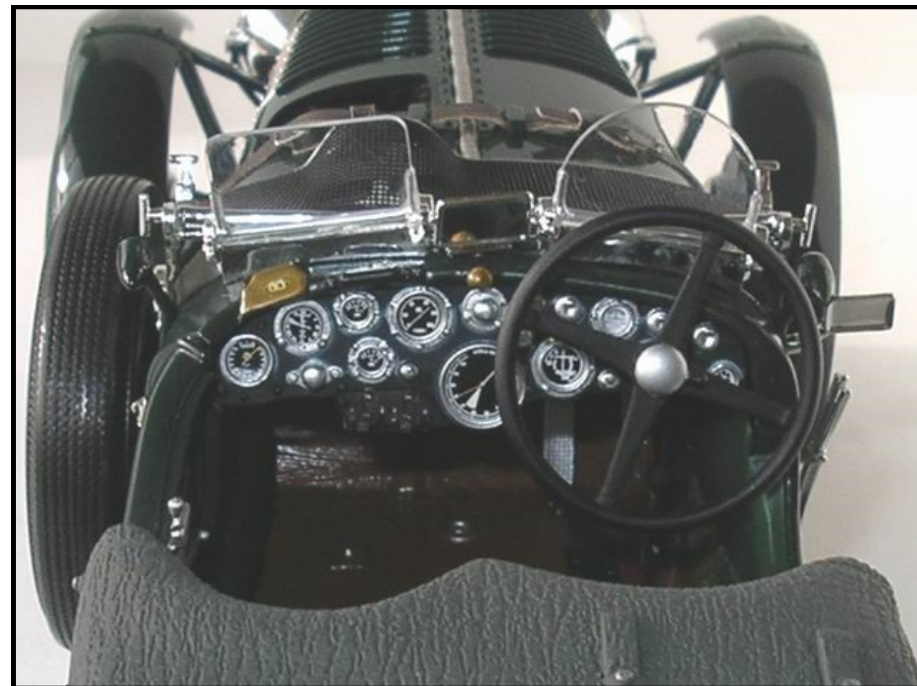
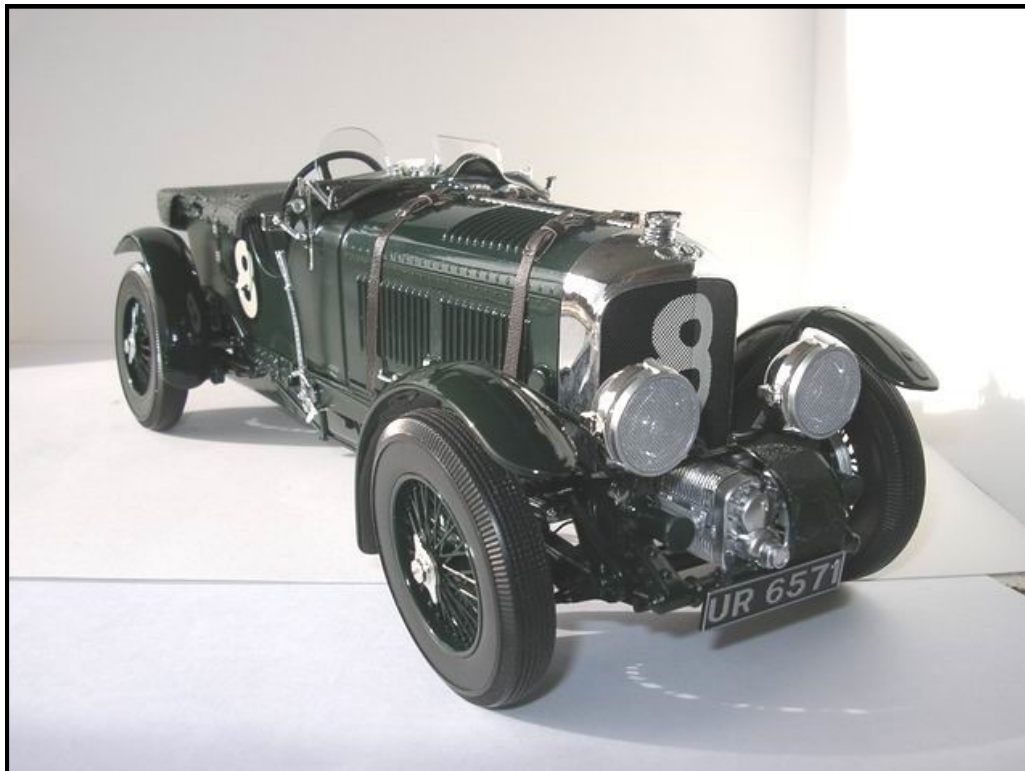
After Bentleys won Le Mans in 1928, 1929 and 1930, in normally aspirated cars, a certain Tim Birkin of the famous 'Bentley Boys' racing team approached W.O Bentley and asked him to consider supercharging as a way to produce even more powerful and faster versions of the winning cars. Bentley was not enthusiastic as he believed bigger capacity was the key to more speed, hence the appearance of the 6.5 Litre & even 8.0 Litre versions later on. However, Birkin was persistent and eventually was able to persuade Bentley, who reluctantly allowed him to proceed. The irony of all this was borne out on the race track, as the supercharged cars never actually won Le Mans, or any major race for that matter!! However, the cars remained in the guise we see now, and are an imposing sight. In fact, it is these cars another gentleman, a Mr. Ettore Bugatti referred to as 'The Fastest Lorries in the World', in reference to the sheer bulk and stance of these legendary beasts. With genuine cars selling nowadays for many millions of dollars each, we mere mortals can console ourselves, and thank companies like Minichamps for the existence of gorgeous copies like the one you see here.

This first thing you notice when seeing this piece of modelling art is the size of it. I deliberately parked my Le Mans Jaguar C-Type (incidentally - the same shade of British Racing Green) next to it and was surprised to see the bonnet of the Jaguar only came up to the height of the Bentley's tyre!! What was I saying about lorries? But that can only mean one thing, the bigger the model the more detail that can be crammed onto it, and the Bentley certainly does not disappoint.

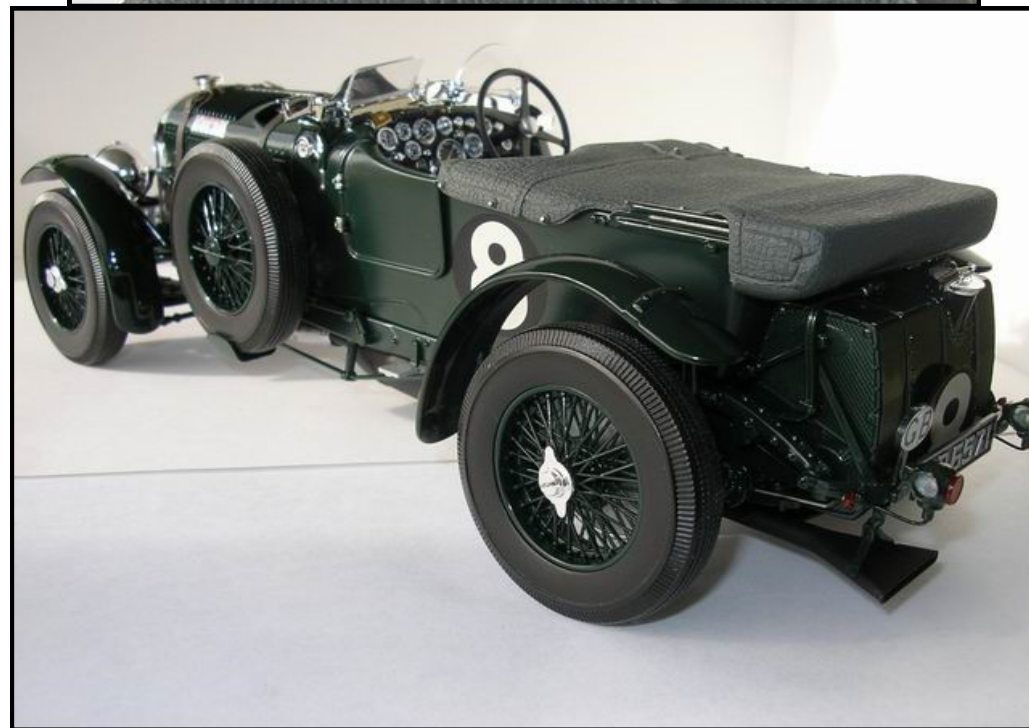
As can be expected on a model of this quality, paint and finish are magnificent, accurately depicting the bright shiny paint on the front and bonnet and the duller paint of the rest of the body. It must be remembered that from the scuttle/windscreen back these cars were canvas-over-wood bodied. It seems a false economy that these bodies were put on to save weight, seeing as the cars were weighing in at just on two tons; it all seems a bit futile!!

Starting at the front you are immediately confronted by an array of mechanical wizardry, namely the supercharger, the mesh guard covering the carburettors, the huge headlamps and

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Shane Spicer's excellent photos of the Minichamps 1:18 Blower Bentley as raced in the 1930 Le Mans race. See pages 7 and 10 for his review,



the magnificent chromed radiator cowling – also all mesh covered. Of course, the radiator cowling wouldn't be complete without the obligatory Bentley 'Flying Wings' emblem which is prominently displayed. The mesh appears to be photo-etched, is very fine and appears to be a little out of scale, although it would be hard to prove as I haven't any way of measuring it!! The bonnet assembly, featuring nice chrome locks and handles, and a heap of louvres and vent holes, is side opening on each side and both halves are double folding, and held shut by real leather strapping. These are released by using tweezers to undo wire buckles – four in total, thus revealing the engine bay. As expected the engine, a 4 cyl. SOHC, 4 valves per cylinder, twin spark plug unit - is fully wired and plumbed, showing all ancillaries including the twin magnetos.

Moving further back we find the twin aero-screens. These are both able to be positioned as is a mesh stone guard which lies flat but is raised to allow access to a remote oil filler – to save time undoing bonnet straps while racing. The passenger compartment has two doors, one on the left hand front and the other on the right hand rear. The drivers front door doesn't exist, as an opening there would have interfered with the drivers access to the handbrake on the outside and the gear shift on the inside. The rear passenger compartment is covered by a tonneau cover, which is there in place of a fold up roof, but is removable to reveal a rather spartan area which may have held luggage or a passenger for a little way only, there being no rear seat.

At the rear we come to the fuel tank. On the road cars this would have been of 70 litre capacity, but the race cars had a massive 200 litre tank. This was not to provide for less fuel stops during the 24 hour Le Mans race, but to cater for the cars insatiable thirst for fuel – a staggering 2 miles per gallon!! (That's nearly 1 km per litre!!) I wonder how the environmentalists would tolerate that today?

Looking around and underneath the car we can see the usual array of driveline and suspension components all detailed to the same high standards. Of particular note are the fabulous, body coloured wire wheels with knock-off spinners (also showing the Bentley name), and big balloon tyres, all covered by 'cycle' type mudguards. Don't forget the side mounted spare wheel, the well cast brake drums – on all four wheels, and also present is the proper 'fish-tail' exhaust. The front wheels turn with the 4-spoke steering wheel via the proper steering rods as seen on the right hand front chassis rail.

Finally, we find the control centre – the cockpit. Here there is a huge array of dials, gauges and switches bearing in mind that in 1930 a Ford Model A would have barely had a speedo and a fuel gauge, never mind enough instruments for a light aircraft!! The largest one is the rev counter, and although the numerals are too small to read, the calibrations, change-up zone, needle and 'red line' can be seen. Also visible are the foot pedals which, as was the 'norm' in those days, the accelerator is in the middle. Wooden floorboards are painted in and the bucket seats show a nice patina, as though they've seen good use over the years.

There is no doubt this is a superb model. Some have said perhaps this Minichamps' best ever model!! But ones thing's for sure – I know I'm never likely to see the real thing, so I'm very proud to have this fantastic replica take up some shelf space in my display cabinet

Shayne Spicer 2009.

PAUL'S AND SUE'S EUROPEAN ADVENTURE

Well I have been a member for quite some time and haven't contributed a lot in many years but my interest is still there albeit in the background most of the time.

Like many collectors my roots stem from my model-railroading hobby causing me to buy Matchbox Toys and the rest, as most of you know, is how we get hooked. My Mum bought me my first Märklin loco the year I was born so I guess these hobbies were decided real early you might say.

I am fortunate also that I can write you this article at all. At the end of May 2007 I collapsed whilst practicing Badminton and only thanks to my fellow players CPR and Wellington Free Ambulance doing the zap treatment, am I still on the planet. Anyway a triple bypass and some weight loss can do wonders for many things including your outlook on life.

My excuses for not participating much are many. I have been the Marklin Model Railway club's secretary for 11 years, a school board of trustee for 20, sports administrator forever and my current main contribution to society is through our two golden retrievers visiting old folks as part of Canine Friends Pet Therapy Inc.

Due to my wife Sue also having issues on the health front we made a conscious decision that we were going to do an overseas trip (hook or by crook, even if we couldn't really afford it) and naturally the destinations were in part based mainly on the model train department.

The greater part was taken up by a Trafalgar Coach trip known as the Grand Alpine Tour. This went off tremendously well both with weather, associated train spotting and a wonderful group of fellow travellers, (1 Kiwi couple, 5 Oz couples and the rest Americans (42 all up)).

First we set off via Christchurch to Singapore for two nights and then on to Frankfurt. From there we transferred immediately by ICE train to Stuttgart, where we were to a base ourselves for 5 nights. Our days were planned on train rides and of course the very first destination required was Goppingen (home of Marklin manufacture) and a trip to the Märklin Museum. Purchase of the annual museum wagon for the model railway club obligatory of course. Märklin is incidentally 150 years old this year but they are struggling with the economic downturn. They will need to rely on the faithful.

Not speaking German we were of course apprehensive prior to making this trip but once we got to know that German trains run specifically on time and most train managers understand English then it was no worries. Over the next days we made excursions to Tübingen and Lake Konstanz, and because our first visit was so quick a return visit to Goppingen. On the latter occasion we turned up just as they were having a cultural street parade so in keeping with the vehicle theme here are some shots from that (see page 12)





I've always known that the shops overseas are heaps better than in NZ so once I spotted any there was no stopping my looking in and I was never really disappointed. I am however still very thrifty (Sue even encouraged me to buy more) so not too much was brought home. After a while Sue got really used to my steering toward model shops, toy departments (instead of ladies wear) and of course railway stations. My fellow tour participants would also join in pointing out train things (just in case I missed them).



Eagles Nest.

Our coach trip started and finished in Frankfurt and included St Goar, Boppard, Heidelberg, Baden-Baden, Black Forest, Schaffhausen (Rhine falls), Lucerne, Engelberg, Interlaken, Geneva, Zermatt, Stresa, St Moritz, Innsbruck, Berchtesgaden (Eagles Nest), Vienna, Durnstein, Salzburg, Munich, Oberammergau and Rothenburg. The one above was taken in Oberammergau (unfortunately at night when the shops were shut).

By far the highlights for us were a trip on the cog railway up to Gornergrat (above Zermatt) for great views of the Matterhorn and up to the



At the end of our coach tour it was on to Paris on the ICE train (for a fleeting half day at Roland Garros because I like tennis as well). Again our highlight was an evening at the Moulin Rouge.

Then it was onto the Eurostar and through the Chunnel to London for 5 nights.

Now just to make our visit to England was not restricted to what London has.; guess where we chose to go as well?

Hop aboard an English express train (bit of a comedown and complete with signal failure hold up) to Leeds.



Local train to Huddersfield, then a double-decker bus to Holmfirth!

Well Nora Batty (and Compo) may have passed on but I got my picture with a cardboard cut-out and we had afternoon tea at Sid's Café.

Well all good things must come to an end and unless we win Lotto a repeat journey is not very likely.

I've taken some snaps of some of the models I brought back in the vehicle, come trains theme.





As can be seen from above a teddy bear collector could be included here as well.

At least the museum wagon releases as you can

see from above allow me to cover both model train and model vehicles.

My model vehicle collecting has pretty much stopped as far as Matchbox is concerned but I always am on the look out for good 1/32nd ones as these fit with the Marklin Clubs 1 Gauge ("Istein") display. I started to build a "Drive in Movie" diorama so one day that might be finished. Naturally 1/87 models are also included as maybe one day when the daughters have finally left home I can use a room for the train layout and wall displays of Matchbox.



This one though is Z gauge (1:200)
<<



<< And back to 1/87

Pretty much like the coach we travelled on. >>



Some train stuff!
< V

London tour>



Finally, Club matters;

I am happy for us to encourage other model or item collecting to our membership but some of you would say we should stick to what we were set up for.

As most of us have computers in this day and age then our magazine could go out electronically so we could each see all of it in colour (and print if required). Our model railway club "Third Railer" I receive this way.

All the best to all our fellow modellers,

Paul & Sue Alcock

Wellington

THAT'S NEWS? - THAT'S NEWS!

CMC 1/18 super detailed models:

Audi Front 225 roadster 1935 (celebrating 100 years of Audi)

Classix by Pockebond 1/76

Austin A30 van

Austin A30 2-door saloon

Austin A30 Countryman

Ford 300E Thames 7 cwt van

Ford 100E Anglia 2-door

Ford 100E Squire Estate

Austin A35 van

Austin A35 4-door saloon

Austin A35 Countryman

Ford 100E Popular de luxe 2-door

Ford 100E Escort Estate

Ford 107E Prefect 4-door

Vanguards (Corgi) 1/43

50th anniversary Minis

Morris Mini Cooper Paul McCartney

Austin Mini Cooper S Steve McQueen

Mini set—Austin Se7en salon, Austin Se7en van and Morris Mini Cooper.

Triumph TR4 (1/43 and 1/76)

Vauxhall Nova*

Morris mini Cooper Peter Sellers

Morris Mini Minor 2006 M&S advert

Austin A40 Farina

Talbot Sunbeam Lotus*

1/76 Trackside:

Land Rover mk.I open and closed

Dennis F12 fire engine

Bedford Green Goddess fire engine

Routemaster bus

* *Introduced as part of the Colin McRae tribute going through to 2011*

Oxford Diecast 1/43

Jaguar SS saloon

Oxford 1/76

Morris Minor MM (low light)

Sunbeam Rapier Mk.III

Ferguson TE 20 tractor

Armstrong Siddeley Sapphire

Vauxhall E Wyvern

Vauxhall Cresta Friary estate

Bedford Green Goddess fire engine

Morris series E saloon

Siku 1/64 approx

Volkswagen Karmann Ghia convertible

Citroen Traction Avante 11BL

Wanted wanted Wanted wanted Wanted wanted
Kitset News,
Diecast News.
Any Hobby News whatsoever!