

MINIATURE AUTO

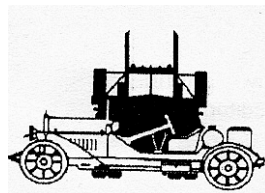
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New Zealand

41st Year of publication



Part of Display at Marlborough's Model Show
Photo by Warren Piesse



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

So what did you all think of the new look Miniature Auto that started with the last issue? I for one was very impressed and congratulations must go to our long standing editor Ron Ford for his never tiring efforts.

Thoughts also to both Carville Stewart and John Henderson in Christchurch after the big shake. While John got away without any damage I believe Carville ended up with a lot of models on the floor. Knowing Carville's collection I'm sure there could have been some rare and hard to replace models that could have been damaged. With all the after shocks continuing and the nerves starting to get frayed I'm certainly glad I'm not living in that part of the world.

Makes you think about insurance though and do you have your collection insured and for what? Full replacement and how do you value it? Different companies all have different policies and approaches to insuring collections. One company I tried a many years ago wanted an individual photo of every model. What are your experiences? Perhaps you could write to Miniature Auto and let us all know. Who knows perhaps we may find one company that is so much better for us all.

Good publicity for the club in the October issue of Petrol head with a full page featuring the Otago Branch's recent Model Expo 2010. Should also be some photos further in this issue.

Well not long to the festive season and I hope you have all been good so that Santa will leave lots of additions to the collection under the tree.

Cheers
Howard



IN THIS ISSUE:

From the President	3	Branch News	4
Earthquake!	7	Model Expo 2010 photos	8
Marlborough show photos	9	Oddball Models	10
Code 3 Antar tow truck	12	Carville's Capers	14
Atlas Editions Dinky Toys	15		

AROUND THE BRANCHES

SOUTHLAND

The September 2010 meeting at Roger Larsen's netted an attendance of 6 members. Apologies were received from John Macgregor and Graeme Robertson.

Discussion was held on "The Great Little Train Show" and it appears the Southland Branch's display may have become a casualty of an increase in the number of train layouts being considered for the show.

Competition Results: [Silver]

Kitsets: No Entries

Diecast Large:	1st Russell Corbett	- Chrysler Airflow
	2nd David Peipi	- BMW Z3 1940 BMW 328
	3rd Fred Hawkes	- 1954 Mercedes 300 SL
Diecast Small:	1st Fred Hawkes	- 1954 Mercedes W196
	2nd Roger Larsen	- Ford Falcon
	3rd Russell Corbett	- Sunbeam motorcycle and sidecar

October 2010:

We start this newsletter on a sad note. On the weekend before our last meeting Barry McCorkindale's father passed away and our thoughts go out to Barry, his mother and the rest of his family. [Sentiments I'm sure are echoed by all members of the Club nationwide. Ian] This was one of the reasons for the late change of venue from Barry's flat to the Fire Museum. At the start of the meeting, those present stood as a mark of respect for the passing of Ron McCorkindale.

The last meeting netted an attendance of 5 members. Apologies were received from Barry McCorkindale, Russell Corbett and Roger Larsen. That night was also Roger Larsen's 25th (I think) Wedding Anniversary and we wish the Larsen family all the best for the future.

After the meeting, Les Costigan gave an interesting talk on the vehicles in the Museum and answered all the questions put to him.

As only two members brought along models, no competitions were held for the night.

OTAGO

Otago members will recall we paid a visit to a private collection of Matchbox Models in July. Visitors were very impressed with what was on view. Over 5,000 Matchbox Models were on display in the purpose built 'granny flat'.

It would be thought that the 'granny flat' would give ample room for the display, but it is now full to overflowing and there are still more items being added! Also it only houses the Matchbox Model part of the collection, so many other models from other manufacturers are not on display.

The museum style display of the collection is not open to the public and will not be advertised as such, but is happy for other collectors to visit. We were the first group to make an official visit, so we had the privilege of making the inauguration of the museum.

It was agreed by all those who attended that all the shelves and glass fronted timber display cases looked very professional. They were all painted white and we felt that showed off the models in a first class way. However, white painted models did suffer a little being on a similarly coloured background.

Model Expo 2010. (see page 8 for photos)

Unfortunately the shape of the building was not conducive to setting up the display but it did finally look good.

We had a good number of entries into the competitions and after some requests for more models for the display; we managed to fill up the tables.

Themes chosen for the models on display were:

Light commercial vehicles	(130 items)
Caravans	(37 items)
Convertibles	(42 items)
T.V. and Movie related	(337 items)

In addition there were:

Model Car Festival Entries	(144)
Other models	(483).

With the loss of the Community Gallery for the display this year meant that we also lost a lot of foot traffic which meant that days were very quiet. Happily the weekends were good and this was probably due to the fact that parking was available outside the door.

A good and successful show thanks to the support from the following members; Graham Patterson, Howard Brockie, Kevin Horne, Marcus Moni, Joshua Kelly, Paul Drummond, Shayne Spicer, Bevan Wilson and Stephen Ferguson.

Gore Model Show 2010.

This was held over the weekend of the 7th and 8th August at the Town & Country Club, Gore. It has been held there a couple of times before with the last one being a couple of years ago.

The show was organised by the Waimea Plains Vintage Tractor and Machinery Club meaning that the bulk of the models on display were, as you may guess, tractor and agriculture models as well as construction machinery.

I felt that there were fewer models on display this year but nevertheless it was still a great display overall.

Members and assistants of the organisation kept all the trade stall holders and exhibitors well supplied with hot soup, pikelets, scones and cakes during the weekend along with tea and coffee. Much appreciated!

The members of the host club are interested in participating with one of our displays if we have a theme of agriculture and machinery models at some time in the future.

Well, the **October** Club night has come and gone which takes us closer to the holiday period once again.

At the October Club night saw members visit Lester Hopkins and view his incredible **Electrified Model Tramway System**. Lester's standard of workmanship would have him rated as one of the top modellers in New Zealand and maybe even top of the world!

It would not matter how hard you looked at the modelling, you could not find fault with anything he has modelled.

Lester started by making a model of the Dunedin tram car and from there he expanded into electrifying the trams to make them run around the streets of his layout. Then he built all the buildings found on the layout.

No detail has been missed including the smaller items such as prams, push bikes, telephone boxes; not to mention all the advertising signs that are around the layout. Lester has built all these items from scratch.

All the vehicles on display have been altered to represent a vehicle he knows the history, such as the 'Lane's Cordial' truck of his wife's father. Every item on the display is built to 1:32 scale with the trams' electricity supply coming from the highly detailed and intricate overhead wiring system – just like the real tramway!

All the buildings spread around the layout are modelled after the 1:1 examples around Dunedin with many of the buildings copied from the shops and houses in North East Valley where Lester grew up as a youngster. On the back of the layout, at one end, the cable-cars climb up and down High Street.

All the trams have drivers and passengers in the trams which all adds to the complete realism of the display.

As I have already mentioned; you would have to see the layout to really appreciate the standard of workmanship that has gone into it and our members were very grateful to be able to view modelling of such high standard as this is. I am sure that if any of our members achieve half the standard of workmanship that Lester has in his models; they would be satisfied.

A wall between the layout and his modelling workshop is the front end of a real cable-car which has been restored to the same standard of workmanship as the models have been.

By coincidence, Lester's grandfather and my grandfather worked together as Motorman and Conductor on the Dunedin Tramway system.

Eric Brookie

MARLBOROUGH

After a wet Friday night by Marlborough standards, Saturday dawned fine for the set up of the Marlborough Branch Model Expo on Saturday 14th August 2010. Arriving at the Redwood Town Hall just after 8am for an opening at 10am opening, the eight members set up the tables. Then they proceeded to set up their models to what was an impressive variety of over 300 models well before opening time. **Photos on page 9**

With donated raffle prizes by a local business and a gold coin entry, the Branch made a small profit despite the low public support.

It was a good day out for the members with fine weather all day. We had packed all the models away and cleaned the hall by 5pm. Thanks to all the members who helped.

Warren Piesse

EARTHQUAKE!

No doubt you would have heard something about Christchurch on the news recently?!

A special 'thank you' to those members who sent a text or called us on the phone. Such a lift to hear a friendly and familiar voice from out of town during such turmoil.

We were certainly taken by surprise that dreadful morning although we are told to be prepared for such an event. The sudden, no warning, traumatic experience is still a major shock when it actually happens.

The noise and the violent shaking of the whole house as things fall around you is certainly not an experience I wish to happen again. Sharon and I both jumped out of bed; mobile phone in hand and dived under our reasonably solid dining room table; immediately texting our daughter who was staying at her friend's house. Fortunately we received a text straight back from her so we knew she was safe.

I really don't understand how our house sustained so little damage after being shaken about so violently.

Unfortunately it is not over yet either as just after midnight last night, we were again woken by another after-shock and just now I have just felt a small one while I am writing this item! We can sure be thankful though that there seems to have been no loss of life, which seems a miracle when you hear the stories of those people who had very narrow escapes.

One a much brighter note: Congratulations to Eric on being runner-up in the recent 'HOT WHEELS BIGGEST FAN' competition. I have a number myself – not too many – just the ones that take my fancy. On another bright note, I did not have a single model damaged in the earthquake!

John Henderson

MODEL EXPO 2010



Icon Models 1:8 scale XY
Loaned from a member of the public



Joshua Kelly's Bburago Mini altered to match
his road car. Top overall readymade.



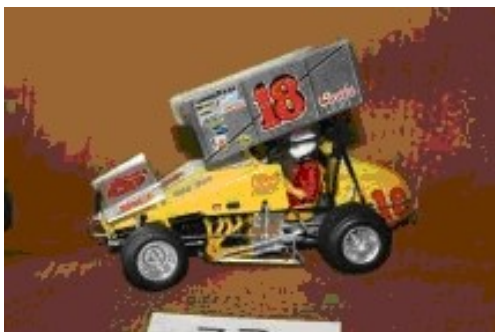
Kevin Horne's 1:18 Fiat Abarth 131



Paul Drummond's 1:18 Biante James
Courtney Ford Falcon V8 Supercar



Steven Ferguson's Classic Carlecta-
bles 1:18 Geoghan super Falcon



Howard Brockie's Monogram 1:24
Sprint Car

MARLBOROUGH MODEL SHOW



ODDBALL MODELS

I came across an article on the Ford 'Mustang' concept car in the November 1962 'Popular Mechanics' magazine. (Evan has supplied photocopies of the relevant pages, but due to Copyright, these can't be reproduced here).

I was certainly surprised to find that Mattel had produced a model of the car in their Hot Wheels range.

I call such items as these 'obscure models' and several have turned up from Hot Wheels and to a lesser degree from Matchbox Toys (also, of course, a Mattel company).



The Hot Wheels Toy



The Real Concept Car



The packing

Spotted so far are:

- ♦ Triumph TR6 in three colours so far – as a clubman racer
- ♦ Volkswagen 181 (Kurierwagen) from both HW and MB. Matchbox is better as it is in civilian colours with top up or down
- ♦ Porsche 914 from 1971(MB)
- ♦ VW Karmann Ghia Convertible (MB)
- ♦ Cunningham C-4R Le Mans of 1951 (HW)
- ♦ Meyers Manx Beach Buggy (HW) that has been out for a while 'reissued in various colours (fibreglass bodies) and still available in New Zealand.

- ♦ GMC/Chevrolet military version of the Chev Suburban in two versions called 'Jungle Crawler'. (MB)
- ♦ Mazda Furai based on the Le Mans RX7 (HW)
- ♦ Ford Falcon XB 1973 (HW)
- ♦

An odd one from New Ray is a 1964 Chrysler Turbine car as a convertible. I don't think it was ever produced in convertible format. Popular Mechanics had an article on the 1963 Chrysler Turbine car. I knew there was also a 'coast to coast' report for a Chrysler Turbine car but now I find it is several years earlier than the New Ray model.



New Ray's Chrysler Turbine Car—at least the colour is right!

Odd how things turn out as I have just been given a box of car related magazines. Some are 'Car and Parts' from the USA, around 10 years old but very readable articles on classic cars and trucks. The Chrysler Museum is featured and includes a photo of the 1963 Turbine car. Not a good angle to see but it may be a convertible? One of the 10 out of the 50 that were not destroyed. I wonder where the other 9 are? (There is no mystery re the New Ray Chrysler Turbine being a convertible as all New Ray 'toys' are of convertibles, so it is just some toy maker's licence. Ed.).

Another obscure model is the Lotus Europa 1971 (MB) and another just turned up at The Warehouse, a Volkswagen SP2 – a Fastback coupe of which I have no previous knowledge. There are a couple of nice Bedford CA Ice Cream vans from Matchbox, but are these reproductions?

Evan Blanch

DINKY "CODE 3" ANTAR WRECKER

I've had this item for some time now and decided it was time to write a short article on it.

I cannot remember when I got it but I am not the builder of this fine Code 3 model. The donor model has been a Mighty Antar tractor unit from Dinky. This has been modified and enhanced in several ways.



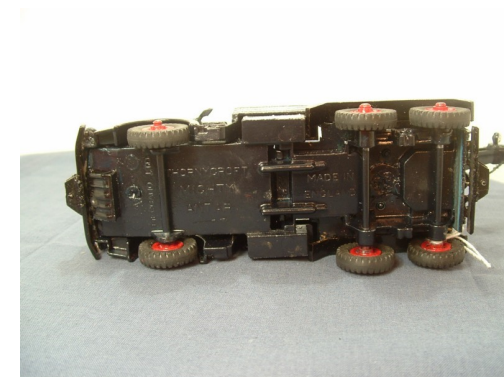
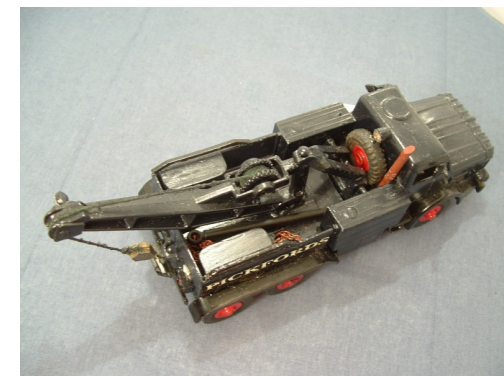
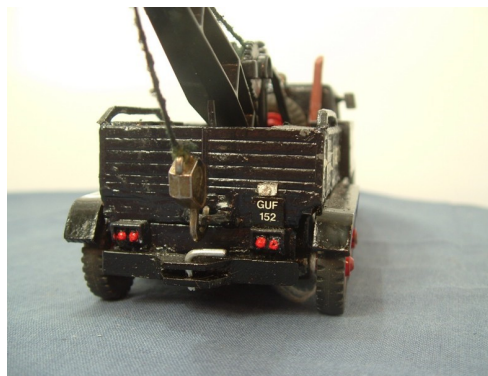
The body has been stripped and repainted - this is pretty obvious as it now sports the colour scheme of Pickfords together with appropriate signage. I cannot tell if the paint has been sprayed on or if it is an exceptional job, done by hand. To my eyes there are no brush marks on the toy.2.



A fairly serious looking crane rig has been added to the rear, mounted over the original twin axles at the rear. I can't say for certain if this has come from another donor model or if it is a third party white metal kit. The rear of the vehicle has had a well deck added and some tool boxes to complete the wrecker.

Enhancements have then been added to the body work - A small spotlight has been added to the rear of the cab complete with jewel lens, another has been added to the side of the crane jib, again with jewel lens. Jewel lenses have been added to the original headlights, wing mirrors have been added on each side of the cab, the spare wheel has been mounted at the rear of the cab and an exhaust pipe fitted behind the cab. A heavy duty towing bar lies on the bed of the vehicle together with some loose chain.. At the front and rear of the vehicle towing mechanisms have been added complete with removable pins, just like on a real vehicle and number plates have been added front and rear. The item is finished off at the rear with realistic tail light assemblies. The towing rig has been assembled and strung using thread and finished off with a hook that is about half the size normally found on Dinky toys yet it all appears to be scaled beautifully.

Although the whole item is somewhat fragile, it managed to make it from the UK to me in one piece!



Jan Cousins

CARVILLE'S CAPERS

Many have described it as the most frightening moments in their life. Violent shaking and a tremendous noise woke me abruptly, and yes, it was very frightening. It seemed to last for minutes, but of course, that was not the case. The power went off, and darkness adds to the fear and feeling of helplessness. I thought the roof of my home (a converted church) was coming off and I was convinced that the walls were coming down. However, the power came back on after about twenty seconds, and gingerly, I padded downstairs, turning lights on to inspect the damage. At the bottom of the stairs stands a cabinet devoted to models of Pickfords vehicles. The doors had sprung open and several models lay on the floor. None were broken! Next room; no china broken. Next room; a few things on the floor, but nothing broken. Pick up the torch to inspect the roof and brick walls; nothing apparently amiss! Back inside, and to the model room; all models have moved on the shelves, but only one model, a Corgi Classics Leyland Octopus lorry was on the floor – upright of course (the cabinet door must have opened, but was now somehow closed!) but not damaged. It dropped about 70 scale meters and survived – not bad for a workhorse of a once proud British commercial vehicle industry.

The Methodists built the church which is now my home in 1932. When it was opened, they wrote about it in their magazine, "our new earthquake proof building in Sefton" and when that was put to the test 78 years later, it turned out to be absolutely right. It was a very surreal feeling that morning as news of considerable damage in Christchurch and surrounding areas came via the radio and TV. I visited Rangiora later in the day to find little damage there but a supermarket doing a roaring trade as people from near and afar were panic buying bottled water and batteries, amongst other things

We have had over 2 thousand after shocks since the main quake, and while you don't feel them all, the severe ones are very unpleasant. I could not possibly recommend suitable therapy for others, but four parcels last week would suggest that adding models to my collection has been the best therapy for me. There does not have to be an earthquake for you to do the same!

More models for sale:

Shuco 3	01612	Mercedes 350 SE mint, boxed one red, one blue	\$35
	301621	VW Golf mint, boxed	\$35
Solido	195	Ligier JS/3 mint, boxed. Produced 1972	\$50
	168	Alpine 3L mint, boxed. Produced 1968	\$50
	197	Ferrari 512 sunoco mint, boxed. Produced 1972	\$50
	1323	Porsche 934 turbo mint, boxed	\$15
	507	Chevrolet Camaro mint, boxed	\$25
Politoys	M19	Pantera GT De Tomaso mint boxed	\$50
	M14	Iguana mint, boxed	\$50
	M	Lamborghini Islero mint, boxed	\$50
	Export 591	Maserati Ghibli Ghia. Unboxed	\$20
Champion		Porsche 917 Martini unboxed	\$30
Diapet		09246 Tanker lorry & trailer, mint boxed, scale 1/60??	\$60

Carville Stewart, PO Box 42 Sefton 7445, North Canterbury.

ATLAS EDITIONS DINKY TOYS

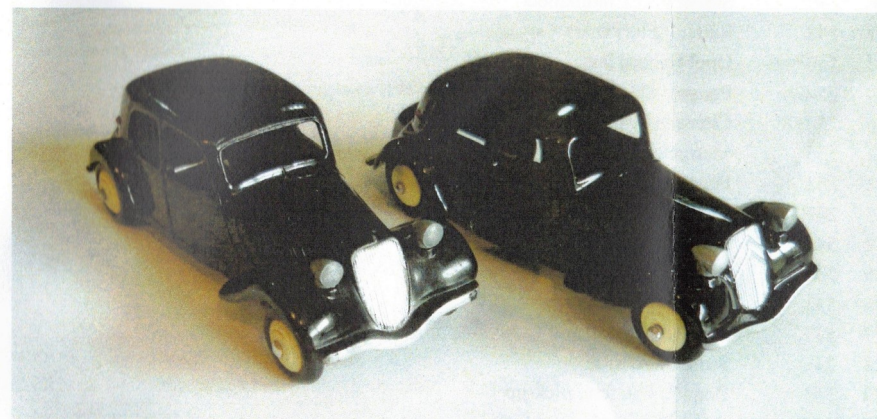
A few issues back, I described some of the 're-issue' French Dinky Toys by Editions Atlas out of Mattel by Norev. I must admit I wrongly labelled them as being a 'part work' series (i.e. associated with a magazine) but they are simply a 'get a model a month' subscription service (like Franklin Mint style of selling). Each model does come with a loose-leaf data sheet that fitted into a folder supplies early in the series, but they are in French so unless you can read the language, they won't be much use.

One problem I have with most of this type of enterprise both subscription and part-work is that it is very seldom announced how many there will be in any of the series. It seems they keep producing until they reach a minimum number of sales, then cancel. So far in the French Dinky reissues; the number is over 30 and still more coming. Now there are reports that Editions Atlas are looking at doing the same exercise with English Dinky Toys, which will give them more scope as there were more models to copy.

Are they worth collecting? Yes, if you just want some reasonably priced compared with mint/boxed originals, but not modern models from the likes of Minichamps which sell for about the same price in Europe – around €30 and of course the modern ones are a lot more sophisticated. Indeed, the Atlas Dinky look like over-restored originals.

I have noticed some of these Atlas Dinkies coming on sale in New Zealand. There does not seem to be much interest so far. Will they subdue the prices of originals?

I don't know what sort of product run the Atlas Dinky (French) have, but a recent series of OO scale buses in the UK produced over 100,000 for the first 'loss leader' hook. You know the sort of thing 'Only £1.99' for the model and magazine. I think the normal issues are £7.99 which is still about a third of the cost of a collectors' model in the UK. There is a



Comparison between the original (left) and reproduction (right) French Dinky 24N Citroën Traction 11BL: The new one has a cleaner casting of the grille, etc.

catch, of course, in that the cheaper ones have less detail.

Atlas seem to be getting the most out of the series with items being issued in sets; some with modifications, like the Dinky Junior set (interior, windows and suspension removed – originals are very sort after), while others are just recolours or like the South African coloured set.

I see there is also #518, Renault 4, #532 Lincoln Premier and #881 GMC 'Pinder Circus' set (that is horrendously expensive!)

- | | | |
|----|--------|--|
| 1 | 24CP | Citoren DS 19 with windows |
| 2 | 24K | Simca Vedette Chambord |
| 3 | 24V | Buick Roadmaster |
| 4 | 24E | Renault Dauphine |
| 5 | 558 | Citroen 2CV 1961 |
| 6 | 40 | Town road signs |
| 7 | 25CG | Citroen H van 'CH Gravis" |
| 8 | 24J | Alfa Romeo 1900 coupe |
| 9 | 547 | P.L.17 Panhard |
| 10 | 24N | Citroen Traction 11BL |
| 11 | 24B | Peugeot 403 |
| 12 | 49 | ESSO petrol pump set |
| 13 | 25BV | Peugeot D3A van "Cibie" |
| 14 | 23H | Talbot-Lago racing car |
| 15 | 24S | Simca 8 Sport |
| 16 | 540 | Studebaker Commander |
| 17 | 543 | Renault Floride |
| 18 | 546 | Opel Rekord taxi |
| 19 | 25-09a | Peugoet D3A van "Club Dinky Toy B B Lorrain" |
| 20 | 25-09b | Citroen H van "Dinky Toys" |
| 21 | 533 | Mercedes-Benz 300 |
| 22 | 553 | Peugeot 404 |
| 23 | 24H | Mercedes-Benz 190SL coupe |
| 24 | 548 | Fiat 1800 station wagon |
| 25 | 546 | Austin Healy 100 |
| 26 | 531 | Fiat 1200 Grande Vue |
| 27 | 517 | Renault R8 |
| 28 | 24U | Simca 9 Aronde |
| 29 | 563 | Renault Estafette pick-up |
| 30 | 547 | P.L.17 Panhard |
| 31 | 24R | Peugeot 203 |
| 32 | 24F | Peugeot 403 Familiale |



Ron Ford