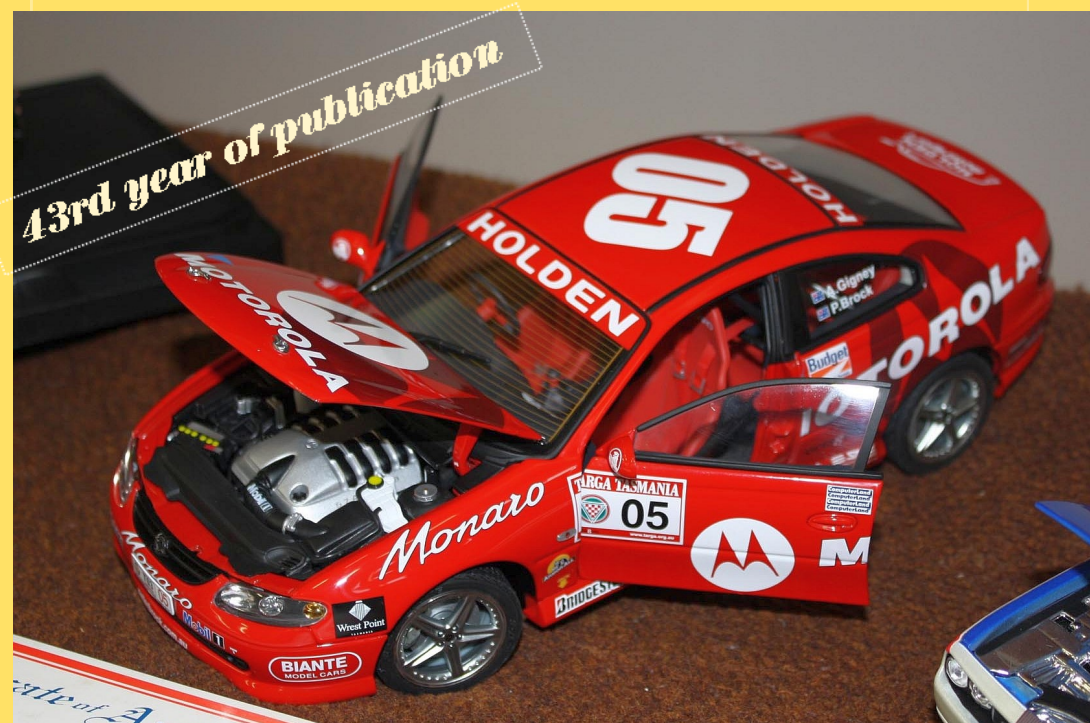


# MINIATURE AUTO

Issue 244

New Zealand



43rd AGM competition entrant. Photo by Howard Brockie.



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

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## ACCEPTING CONTRIBUTIONS TO MA NOW!!

## EDITORIAL

In this issue of Miniature Auto you may think that everyone is on the defensive! Ian Cousins has given a very detailed explanation of the state of the Club Web site and there is a letter from the Otago Branch regarding the value of Miniature Auto. I am well aware that it may seem like Miniature Auto is a copy of the Otago Branch newsletter, and I do try and avoid using copy from that source unless I feel it is of interest to the Club in general. Indeed, in the last issue of Miniature Auto, only about 5% of the material was indeed from 'Autominology'. The is nothing in this issue from that source!

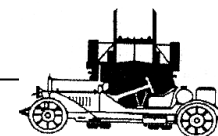
As to value; then \$25 is 'very cheap' especially since outside influences such as postage casts (now 70cents per item—almost double in the last few years). A good indication of value for money is comparing it to the cost of a typical model. When the Club started, the subs were approximately the same as the shelf price of a Matchbox Yesteryear whereas today, even though Yesteryears are not sold, the equivalent in my eyes, a Vanguard or Oxford model is now double the subs. Otago Branch members are actually 'spoilt' as they are getting two publications for the price of one. I don't know how Eric does it! By the way, don't forget all the people in the Club Executive are unpaid and have to find the time to devote to the Club out of their own leisure time.

Over the history of the Club (see Eric Brockie's 'How it all began' on page 11), there have been branches in Auckland, Waikato (Hamilton) and Manawatu (Palmerston North). Why not now you may ask? Well in general, they decided to go their own way after using our Clubs efforts to form the branches in the first place. Wellington is 'just hanging on in there' but we do not have the 'critical mass' to mount displays, etc. Eric is quite right, that displays are an excellent way of making contact. He is also right in the fact that there is a lot of competition out there and anyone interested in the hobby does not need outside contacts as everything can be done at home.



Ex member Graham White has made the news again with his scratch built Green Line (London) 1:24 scale model. There is a 2 page spread in the September 2012 Model Collector magazine. Look out for it.

Happy modelling,  
**Ron**



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## 43RD AGM REPORT

Otago Branch Members arranged a great weekend of activities based around the date of the Annual General Meeting (AGM) and these activities included the AGM Competitions, a visit to Lester Hopkin's working model tramway layout, previously described in an issue of Miniature Auto. Then there was a visit to Roy MacDonald's private museum of motor vehicles and models including the collection of over 6,000 Matchbox Toys owned by Alan Hill. There was a social evening meal on Saturday night.

We had 15 Members attending the meeting and they came from Dunedin, Southland and Christchurch. There were almost 120 entries into the competitions.

Confirmation of office bearers previously appointed by postal nominations was as follows:

<b>PRESIDENT:</b>	<b>Graham Patterson, DUNEDIN</b>
<b>VICE PRESIDENT:</b>	<b>John Henderson, CHRISTCHURCH</b>
<b>SECRETARY:</b>	<b>Eric Brockie, DUNEDIN</b>
<b>TREASURER:</b>	<b>Eric Brockie, DUNEDIN</b>
<b>EDITOR</b>	<b>Ron Ford, WELLINGTON</b>

Subscription for the ensuing year will remain at \$25

No travel grants were to be paid from this year.

Branch Delegate's reports and financial reports were read to the meeting, but concern was again expressed about the Marlborough Branch financial records which did not balance. The Secretary was left to follow up this matter because of this concern.

Host branch for the 44<sup>th</sup> Annual General Meeting in 2013 was the Southland Branch

### GENERAL BUSINESS:

It was suggested that apart from the Otago Branch and maybe the Southland Branch that the rest of the country is a waste of time and that the branches all be dropped. Southland strongly opposed this idea.

Comment about the Club's website were also discussed and comments were made that it should be interesting and it isn't – there is nothing on the website that hasn't been updated for years (5 years at least) – it is an absolute waste of time and not worth looking at – websites should be run to entice photos, etc, and as it is, it is a 'dead duck' – should we get a professional to look at it? Ask Ian for a report and if possible, to set up so that members can log on an upload photos of models. *(I must strongly defend Ian on this point. The website is only going to be as good as contributions to it. It is possible NOW to send in photos, etc via e-mail. Also, a 'professional' will charge about \$1,000 and still we have to maintain it. At present all work is done on a voluntary basis and people have busy lives now with very little time to spend on hobbies. Ed)*

**Eric Brockie**

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## REPLY TO QUESTIONS FROM THE AGM:

I have received a copy of the minutes from the 2012 43<sup>rd</sup> Annual General Meeting. It is unfortunate that I was unable to attend this year, once again due to my health, as I could have cleared up a number of things at the meeting. In order to reply to Peter Aitken's questions, I propose to answer each point raised at the meeting, in the order it has appeared in the minutes, as directed in the AGM minutes.

**1. "It should be interesting and it is not, there is nothing on the website and it has not been updated in years, nothing is newer than 5 years old. It is absolutely a waste of time and not worth looking at."**

a) A bit of history first... the Club's website was created at my initiative in 1999. At the time I owned Wellington's first cyber-cafe and a small web design and hosting company. Since that time all fees, rentals, alterations and amendments on the site and to its content have been made at my cost and free of charge to the Club. I also pay for the hardware on which the site runs and the software that drives the site. It is my time that goes into maintaining the site and to uploading and writing any articles sent to me by the members.

b) If the site is not interesting then that is because most of the content is supplied by the Club's members and many, including Peter Aitken, have never taken the time to submit anything for inclusion on the web site, or for that matter in the Club magazine. Although I have not written anything for the Club magazine for some time, go back two years or so and you will find many issues were based solely around my contributions. In order to get others to write for the magazine, I offered to receive handwritten contributions and to photograph appropriate models to accompany the article once I had typed it up and edited the content. All such articles received have been forwarded to the magazine's Editor and set up on the web site – poor writing skills or spelling or anything short of dyslexia is not an excuse.... just write something or get someone to help you write a piece about your latest model or a visit somewhere modelling or vehicle related or your latest kit-set build... I'll do the rest and get you to check it online before I publish it properly.

c) The website is continually updated – this is not just a matter of the visible content but the maintenance of the databases, software and hardware upon which it is based. The last new articles added to the site were added on the 19<sup>th</sup> and 28<sup>th</sup> of May 2011, not 5 years ago as stated at the AGM. If Peter Aitken or any other member thinks it is not worth looking at then perhaps they might like to actually CONTRIBUTE by writing something that can be included in both the site and the magazine.

**2. "Do we have someone who can do it any better or should we get a professional in to do the job? Website should be run to entice photos but at the moment it is a dead duck."**

If we have someone who can do the job better then I would welcome their help. To pay for a professional (other than myself, as I am a professional designer with over 13 years experience of web site design and building) would cost the Club more money than it has ever had... based on my billing for a similar site that I have run for almost the same

MA244 p5

amount of time it would have cost up to \$5,000 annually for operating costs plus a further \$10,000 in design and coding costs. While it would be great to have an *exceptional* site perhaps Peter Aitken needs to compare our web site with those of toynutz.com, toycollector.com, toypeddler.com, mboxcommunity.com or matchboxclub.com which are also free to access but which cost thousands of dollars per year to run, a cost met by their owners (with the exception of matchboxclub.com which has restricted areas for members only) and which also have a low end design factor (without all the bells and whistles and Flash intros, etc). Wherever possible I include relevant photos and occasionally receive articles without photos so I include photos from my own collection that are relevant to the article.

**3. "Could it be set up so that members can log on with a code access and add photos of what they have built?"**

This can be done – historically it was not done to cut down on the amount of time needed to administer the site. While we all hope that our members wouldn't do it, our magazine Editor can attest to the need for the Club to be aware of copyright and owner's rights to photos, written works, videos and design and an infringement could easily occur leading to the Club being liable for thousands of dollars in fines. If this feature was to be incorporated it would be necessary to hold the uploaded items until they are cleared by a site maintainer, once assured ownership of the words, design and photos lies with the uploader and no other person. If it is desired to do this at present, it can be done by sending photos and written articles to me and I will put them on the site as I have done for Evan Blanch, John MacGregor and Shane Spicer to name a few, in the past. I will also send a copy to the Editor for inclusion in the magazine.

**4. "It is in a sad state and not doing us any good and is just a waste of time."**

See my replies to 1, 2 and 3 above. It is also to be noted that I have suffered severe health issues over the last three years which has meant that at times my business and family interests had to come before the Club's. Hopefully my recent (third) cardiac procedure will have sorted out one of the problems.

**5. "With a good website we should get plenty of hits and plenty of new members for the Club from those hits."**

For what it is worth, the home page of the Club site had 590 hits in the last 4 weeks, the magazines area had 77 hits, John MacGregor's article "Free Fun" had 66 hits, his article on "Thoughts on Larger Scales" had 56 hits, Warren Piesse's article "1982 Autocar Cement Mixer - Atlas Concrete (Kumeu and Takapuna)" had 33 hits, all in the same four week period. Note this is in the last 4 weeks, not in total since they were written, which to some extent proves there is interesting material on the site to some people even if some of the articles were written back in 2002!

The web site was never set up to accommodate signing up new members. This could be achieved but then we would have to have members' only areas with special content of interest to our members. Given the lack of content being provided by the members I could see this being a problem – the Editor and I both struggle to get enough content to keep things fresh.

So there we have it... my responses to the issues raised. I welcome any discussion on the web site, its operation and content at any time – my email and postal addresses are in the Club magazine – drop me a line.... or better still send me some content for the magazine and site!

**Ian Cousins**

*I fully support Ian and his Website. I have seen many references to it on sites such as Trade Me and so on. Ed.*

## RESIN TO COLLECT

Resin cast models used to be the province of the artisans' cottage industry. Now, however, companies such as Spark and Otto have moved in and making their models in resin. What is more, these are 'factory made' and so are produced in bigger numbers. It isn't only the specialist resin models makers that have adopted the art, but mainstream makers such as Minichamps and Trax are now selling models made in resin. Usually the subjects chosen are those likely to be in a low level of demand and so not requiring expensive tooling needed for cast metal models. Of course, plastic has been used in the model railway field for some time now and it is well accepted.

There has always been reluctance for collectors to accept 'plastic' models. First and foremost, the weight of such models makes the whole thing feel insubstantial and the impression of fragility. Some makers get around this by adding weight with a metal insertion or casting the base in metal. Then there is the problem of looking 'plastic' with most plastic self-coloured parts tending to have a translucent quality. Raw plastic can be painted of course, but it is hard to get a true depth of colour without swamping the detail. Resin is better than plastic as it usually has a fair weight and it seems to be able to take paint better than plastic.

There are advantages to resin with much finer detail being able to be incorporated, including some very fine open vents and so on.

Resin models are not confined to what I call the collectors' preference of 1:43 scale but anything from 1:87 to 1:12. Subjects include sports and racing cars, 'vintage' commercials (1:50 scale mainly), buses (1:76), vintage cars and so on.

Most of my collection is of cast metal models but I do have a few resin models (as well as plastic – mainly by Norev, France) and of course many metal models have a large plastic content (such as some of the current Oxford 1:43 Land Rovers and Royal Daimler, etc.). If you are wondering about the title, it is a play on words Resin = Reason. Some typical resin models;



Photo source: Model Collector



Spark MG racer in 1:43 above.

OTTO 1:18 Escort RS left.

**Ron**



## AGM 2012 PHOTOS



## LETTER:

Dear Editor,

There have been rumblings down in Dunedin that the MINIATURE AUTO magazine is only a copy of the Otago Branch newsletter with a couple of extra articles put into it and that it would be better for the Otago Branch to be getting the \$25-00 subscription that the members pay. The comments were not complaints about the Editors work in producing Miniature Auto but rather comments that the Otago Branch members were not getting value for their money.

This may be the feelings of one or maybe two members but I feel that MINIATURE AUTO is what keeps the Club over the country together. Yes I would love to see all areas of the country from Auckland to Invercargill be represented in the Club and all branches have 40 or 50 members as they use to be before but that is not going to happen in todays market. I consider there are two main reasons for this;

1. The Internet and Trade Me and eBay for instance
  2. If Branches do not continue to do public displays then it is difficult for Branches to get members
- Proof of this comes from the fact that most members that join the Otago Branch come from public displays and I have just received information that Blenheim have gained two new members as a result of their recent Branch display.

While some of the areas outside of Dunedin such as Blenheim and Southland are much smaller than Dunedin and will obviously have a bigger task to entice collectors or builders from a smaller population base but why is it that Wellington only have a very small number of members from a large city.

I forward copies of the Otago Branch newsletter to the Editor to reprint what he wishes as I think the Southland Branch does and to be honest I would not know how many of the articles I print in the Otago Branch newsletter are printed into Miniature Auto. As members know I retail models and I am always telling customers about the Club and giving them printed information but that does not mean they are going to join the Club. At a recent meeting the Chairman elect of the Otago Branch asked all members present whether they had contributed any articles to Miniature Auto and the reply was NO or NO not directly. Those present were then asked if they would be prepared to take on the Editors position and the reply was again NO.

Speaking from the experience of having been Editor of MINIATURE AUTO for many years both in the early days and later during the Club's existence the Editors task is a thankless job and if the Editor has nothing to print he has to sit down and try to think of something to write and believe me that is not easy. Trying to think about what to print in the Otago Branch newsletter is bad enough some months. I have written to the Editor with articles on several occasions and they have not all been printed for whatever reason the Editor may have but that is his decision.

Issue 243 of Miniature Auto was I feel superb and full of articles from various members as well as the Editor so all members should look at some of these articles and give some thought about what they could write. If you need some help to put something together before forwarding the article to the Editor you are welcome to give me a call as I would be prepared to give a hand or some advice.

My comments are that Ron does an outstanding job as Editor and please Ron keep up the good work as I am sure most members of the Club appreciate the job you do.

A BIG THANKS TO YOU RON

## HOW IT ALL BEGAN

Some years ago, in fact, quite some time ago, because it was way back in 1967, that six New Zealanders had been corresponding with each other for some considerable time. The correspondence was all on the same subject; MODEL CARS.

They were a strange breed in those days who called themselves 'collectors of model cars' (collectors of toy cars in the eyes of others who called them children's toys!). However, those six collectors enjoyed their hobby and their correspondence continued to expand here in New Zealand and with collectors around the world.

Those initial six collectors were from all around the country. Clive Geary in Auckland, Maurice Woolley in Palmerston North, Ron Ford in Upper Hutt, the late Ron Welford in Christchurch and Carville Stewart also from Christchurch and of course, Eric Brockie in Dunedin. Three of those collectors are still members of the Club and all are Honorary Life Members.

In early 1968, Eric Brockie suggested, by correspondence with the other five collectors, the possibility of forming a club in New Zealand to help bring together any other like-minded people with the common interest of collecting or building model vehicles (cars).

One word of caution always seemed to come to the fore in any of our discussions was that we did not want to promote the slot car side of the model car field because we felt it was already being well served by monthly English and American magazines promoting (and indeed, dominated by) that side of the hobby. (Funnily enough, I was just thinking that slot cars had been neglected currently and judging by the excellent models I saw at the local model shop; maybe they deserve a reprieve. If I remember rightly, the main problem we had with the slot cars at the 1960s was that the emphasis was on chassis building and performance and the shells on top were just blobs purporting to be model cars. Ed).

Eric wrote to the other five collectors, suggesting that maybe a club could be formed for people with similar interests to ours. All six collectors pooled their ideas on the possible format and formation of a club. It was suggested that we hold the inaugural meeting in Christchurch in January 1969, to sit around a table and discuss the benefits and possible problems that we would have because we could be living nearly 2000 km apart.

A date was set for the inaugural meeting in Christchurch of 18th January, 1969. This was also the weekend of the Lady Wigram Trophy Car Races at Wigram airfield. By the time the meeting date had arrived, we had also made contact with more of this strange breed of model car fans and a total of 10 people were present (both diecast collectors and kit builders): Carville Stewart, the late Ron Welford, Maurice Woolley, Clive Geary, John Harper, Neil Anthony, John Houghton, Jack Houghton, Eric and the late Dorothy Brockie. Apologies were also received from other interested persons that could not attend.

Some of those present raised concerns that, as we were so spread out geographically, we would have difficulty surviving as an organisation. It was decided, however, that we had nothing to lose and that we would form a club and operate for a trial period of twelve months under rules that were decided at that meeting.

It was decided to call the club the "MODEL CAR COLLECTORS CLUB OF NEW ZEALAND" and because of the widespread residences of the members, it was decided it would be practical to have only one position of office for the first twelve months and they would be responsible for all matters relating to the Club but could call on others if help was required.

ERIC BROCKIE was elected to hold that position.

*Continued next issue of Miniature Auto*



## MODELLING WITH EVAN

Continuing Evan's photo essay from MA 243:

'Coca Cola' aeroplane by ERTL. (Northrop Gamma) Wingspan 342mm. The box explains that the original planes were built as mail carriers for coast to coast service in the USA. Douglas, Lockheed and Howard Hughes were involved in this highly competitive and lucrative business. Sort of an aerial pony express!



The model was bought at the Warbirds over Wanaka air show from a stall run by the Queensland Aeronautical Museum. I thought the price was reasonable until I found out it was in Aussie Dollars—ouch! They also had a Grumman Widgeon seaplane, but common sense had to prevail and a 'toss up' decision was made.

*The above was written for MA243 but left out, but now Evan has found out more details on this plane—Ed.*



I've come across an item that includes the Northrop Gamma in another guise. The star on the wing looks like a Texaco logo (which it is as other photos have the Texaco logo on them) and registration of X-12265 on the other wing. Evan goes on to explain that he could not find anything on the Coca Cola version of the plane but it appears to maybe be a convenient 'tag' for the advertising of the drink as all Google came up with is the ERTL bank and described as a 1932 racer but nothing on the real

plane. The Northrop Gamma was developed into the A-17 attack aircraft of the USAAC that entered service in 1935. By the way, sorry to burst Evan's bubble but the ERTL Coca Cola Northrop Gamma is now selling to \$US39.95 on eBay as a 'Buy It Now' price. Ed.

### Re: MA #243:

I wonder where Maurice got his information on the Citroen badge? It certainly wasn't a boomerang. In 1914, Andre Citroen began manufacturing a V shaped industrial gear system (sort of an opposed helical pattern). This was originally a Polish patent to give silent running compared with the square tooth gear common for that period. The double inverted V of Citroen represents the manufacture of these gears. The liner 'Titanic' was supposed to have been fitted with these gears in it's propulsion system as the V gear also cut out vibration as well as noise, which would fit it's claim for ultimate luxury.

On the subject of gears, I wonder how many can recall Andrew Cowan driving a Mini in the Heatway Rally in 1972? This car had a gearbox with square cut gears and the noise it made was phenomenal! The normal Mini gearbox was a bit fragile for rallying and the square cut gears were stronger and in the hand of an expert, could be changed without using the clutch. Andrew Cowan was such an expert. I can recall him coming down into Galloway near Alexandra and as the night was clear and frosty, we listeners could hear him from several kilometres away. The number of gear shifts being done was unbelievable. Andrew Cowan came into the checkpoint to learn the stage he had just driven was cancelled as was the Rally for the night as the rest of the cars were caught in a snowstorm as we were within 10 minutes of the news. Central Otago is a great place to live!

### MA #243 again:

Maurice's questions and answers: Yes, Henry Ford's black paint did dry quickly as it contained a high content of carbon black and couldn't be any other colour. The cars were dipped into tanks of paint (see Hyundai's advert. on TV). No primer was used and the paint was hot – no wonder it dried quickly. This was only one step in the continuous production line developed by Ford.

### Evan Blanch

## HELP!

As you are aware of, the floor polish Klear is no longer on the market.

Is there anyone in the modelling circle that can tell me what they may be using in place of the stuff.?

I always found it excellent for aircraft cockpits and putting on models before the decals were added.

So if you know anyone that can tell me a good brand of stuff they are using and where the hang you can get it I would be very grateful. (via the pages of MA)

Thanks,

**Warren Tyson, Marlborough Branch**

## THOUGHTS OF A TAURANGAN EXILE

Greetings to all Members

Well, I know it may seem clichéd, but I just don't know where the last year has gone. Here we are in July and my wife Andrea and I find ourselves having been in our respective new jobs in Tauranga for a whole year already, and come the end of August will have been in our new home also a year. We are both enjoying our jobs and our home and adjusting our lives and spare time to the new lifestyle we have here, which seems to run at about 3 times the speed of the one we had in the land of Speights, Chocolate, Rugby, Chocolate and Model Cars!! (and Chocolate...don't forget the Chocolate!!).

Thanks Eric for your letter dated 19 June inviting me to participate in the Model Expo this year, which by the time you all read this, I suspect may well have already been held and stored away again for another year. I trust it has been a successful event again. Even better would have been the return to our favourite venue, the Community Gallery – the tried and trusted place we all know. Eric's letter also reminded me of a pledge I made before I left, to continue to furnish these pages with some more articles of Models and my activities from the Bay of Plenty. So - here we are!!...perhaps I should get on with it!!

As I have previously written, there appears to be no local Model Car club activity of any sort here. I am not sure why, but it seems that with so much else happening and demands on people's time and disposable income, there seems to be little time or inclination for people to commit to 'another' activity. We do have a Model Engineers Club which runs a Miniature Railway at the local Memorial Park, providing train rides around the park. We have a Remote Control Car club which meets from time to time and also there seems to be a Model Yacht/Powerboat club which holds meetings/demonstrations occasionally, BUT – a whole lot of nothing for us poor lost Auto Miniaturists or 'Automobilists' (as the new catch phrase seem to be!!). I did have a glimmer of hope to perhaps meet some likeminded individuals recently, when some groups were planning a local Hobbies Expo – which would have been great, but this event was cancelled at the last minute for some reason.

However, I haven't been totally idle. I have managed to 'scope' out some great Model Shops. Firstly, my local one in the Tauranga suburb of Greerton, is Bay Hobby Supplies. This shop has amazed me with its selection and variety of stock. It not only has all the common stuff like Diecast (Carlectables Autoart Kyosho, Sunstar, Corgi/Vanguards etc.), Kitset (Cars Trucks and Military), and Model Railways (Rolling Stock and Scenery Supplies), but it also gets into Scalextrics and, R/C (Remote Control) in a big way with Cars, Off Road, Aircraft, Helicopters, Boats and Yachts all catered for, and with an on site 'mechanic' looking after all the R/C stuff. If those in the South want a comparison, this shop would be approximately only 1/3 the size of Acorn Models in Christchurch. You can check out their website at [www.bayhobbies.co.nz](http://www.bayhobbies.co.nz)

Next on the list is Taupo Hobbies. I was a bit disappointed with this shop because in my opinion, he is trying to cater for too wide an audience for the size of shop!! Taupo Hobbies is right in the CBD of Taupo but the shop size would only be half the size of Bay Hobby Supplies

just mentioned. He does have a good range of Diecast including Caterpillar and the Universal Hobbies Farm Tractors and such, some Scalextrics, some R/C and a great range of Kitset including a lot of Military, but also has a lot of puzzles, board games and books also vying for space and the Hobby dollar!! Check him out at [www.taupohobbies.co.nz](http://www.taupohobbies.co.nz)

Most recently however, I visited the Frankton Model Shop in Hamilton. This well known shop has been around for decades!! I remember visiting there many times in the 1970's when I lived in Hamilton as a child. For me, this would be the Model Car Collectors equivalent of Arkwright's Store, not only in appearance but in the huge amount of stock and the way it is laid out – those of you who are familiar with Clint's model shop in South Dunedin will know what I mean by shelves stacked floor to ceiling, but there are 6-7 aisles and all around the walls as well, all stacked literally to the ceiling with models. Diecast, Kitset, Scalextrics, R/C, and Model Railways are all well catered for, with a 'mechanic' also on site to service, repair, and tune the R/C stuff that comes in. Indeed, even while I was there on a Saturday morning they had three 'Gas' engines being run in for customers, in a separate room out at the back of the shop, and at any given time during the hour or so I spent there, there were no less than 10 – 15 people in the shop all the time. Happily for me, but to the detriment of my credit card, I was even able to add to my collection. There were a couple of cabinets with some 1:43 scale Minichamps, Ixo, Ebbro, Spark and even some Trax – that were all marked down – 50% off. This hobby could get out of control if I'm not careful!! Frankton Model Shop can be found at [www.franktonmodels.co.nz](http://www.franktonmodels.co.nz) and offers a Mail Order service as well.

Even without visiting Auckland or even Rotorua yet, I feel I am really privileged to have a great selection of model shops so close by. Both Taupo and Hamilton are an easy day trip away (about 1Hr 15 to Hamilton and 1Hr 45 to Taupo), and with Auckland only 2Hrs 30 away, and Rotorua only 45 mins away there certainly is no shortage of potential budget-blowing-mayhem to be inflicted on oneself!!

Wishing you all well in the Modelling Lifestyle -

**Shayne Spicer**



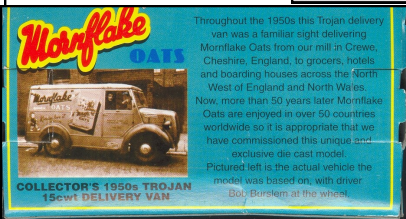
General view of the competition table at the 43rd AGM



## ODDS AND ENDS

It is well known that Dinky Toys are very collectable. The remake of the French Dinky Toys by Atlas Editions/Norev/Mattel has been very popular in France. Not all the releases have been of French origin though with a few British ones appearing as well. There were plans to do the same exercise in Britain, but as to date, nothing has appeared even though they were promised last year.

Not all reproductions have been done by Atlas Editions however. Recently, I picked up this promotional by 'Mornflake Oats' (UK). I picked up on Trade Me for a reasonable sum. Note that the makers have followed



the Dinky Toy pattern with the lights mounted in the guards rather than the prototypical bonnet side as shown in their publicity shot on the box.

Speaking of boxes—there seems to be an explosion of reproduction ones available. Some are simply photocopies which look like they are—cheap and nasty. Others are excellent which emphasises my point I

made a while back that since boxes are reasonably easy to produce; the value of an original box (up to 60% of the mint and boxed price).

Thanks to Eric for his sterling effort in the super express production and distribution of the last copy of Miniature Auto. Well done, that lad!

**Ron**

**Wanted wanted Wanted wanted Wanted wanted**

**Kitset News,  
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Any Hobby News whatsoever!**