

Miniature Auto

Issue 245
New Zealand



AUTOart – Jaguar XJ-S HE 1:18 Scale—Shayne Spicer



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

CLUB DIRECTORY

NATIONAL EXECUTIVE

President: **Graham Patterson**, 103 Musselburgh Rise, Musselburgh, DUNEDIN 9013
Phone (03) 455 0600

Vice President:

Secretary: **Eric Brockie**, PO Box 1356, Dunedin 9054
Phone (03) 488 1048

Treasurer: **Eric Brockie**, PO Box 1356, Dunedin 9054
Phone (03) 488 1048

Editor: **Ron Ford**, 52 Hillside Drive, Upper Hutt 5018
Phone/fax (04) 971 9808
e-mail editor@nzmvc.in-newzealand.com

REGIONAL DELEGATES

Wellington: **Ian Cousins**, PO Box 12-057, Thorndon, WELLINGTON 6144
Phone (04) 934 5172

Marlborough: **Tim Babb**, 4 Cashmere Grove, BLENHEIM 7102
Phone (03) 579 1460

Canterbury Otago: **Carville Stewart**, PO Box 42 SEFTON 7445, North Canterbury
Howard Drockie, 11 Brockville Road, Brockville, DUNEDIN 9010
Phone: (03) 476 2372

Southland: **John MacGregor**
Phone (03) 206 6869

Please address all correspondence to the **Secretary**
Change of address to the **Secretary**

MA contributions to:

The Editor, **OR** Ian Cousins
52 Hillside Drive, PO Box 12-057,
Upper Hutt 5018 Thorndon, Wellington 6144
editor@nzmvc.in-newzealand.com nzmvcwgtn@nzmvc.in-newzealand.com

Club Website: www.nzmvc.in-newzealand.com

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ACCEPTING CONTRIBUTIONS TO MA NOW!!

FIRST EDITORIAL

After months of writing letters between collectors in New Zealand, the Inaugural meeting to form the Club for Model Car Collectors was held in Christchurch on the 18th January, 1969 at the home of Mr. and Mrs. Houghton.

This newsletter will be the first of what we hope will be a bi-monthly newsletter of the "Model Car Collectors' Club of New Zealand".

You can help this magazine be a success by letting me have information about yourself and your collection, so you can be in touch with other collectors in New Zealand. If you have just added a model to your collection which you think is worth letting others know about, please forward a full description giving good and bad points about it.

These newsletters will include descriptions of Model Car Collectors and their collections, write-ups on new models, Hints on altering and fixing of models, articles on all types of models, For Sale and Wants pages.

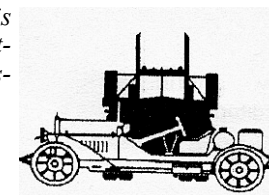
If you have any ideas at all on what else we can print, let me know, also please send comments good or bad about the newsletter so I may attempt to rectify matters in the next issue.

Well that's all I can think of at the moment – now to some more serious printing. I hope it all meets with your approval and is up to expectations. Keep those articles and hints rolling in – REMEMBER – we want to have a bi-monthly newsletter and if I haven't anything from you to print – NO NEWSLETTER!

Eric Brockie

Thanks Eric, some things don't change. Members, please take note of the last paragraph! I don't think those at the inaugural meeting would have realised that the Club would still be going so many years after the inception.

Of course Eric is still a 'king pin' of the Club and I appreciate his and Howard's efforts to get Miniature Auto printed and distributed. MA #244 was the first 'all electronic' processing of the newsletter. Ed



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BRANCH NEWS

SOUTHLAND REPORTS BY FRED HAWKES:

September: COR! Look at the calendar! Nearly Christmas already! Where's the year gone?

The last meeting was held at The Fire Museum with J Macgregor, R Robertson, O Dickson, D Peipi and F Hawkes present with apologies from G Peterson and P Thompson. It was good having Bob back with us, after his sojourn in Dunedin and Kew Hospitals. Meantime his attendances will be on a now and again basis.

National AGM 2013: At present we are looking at 18th May 2013. However this will have to be confirmed later subject to venues being available.

Raffles: Fred is to approach Countdown and Pak 'n Save to see if we can sell raffle tickets in their car parks, near their doorways - this to take place when the weather takes up, also we are to try scratchie boards and see what happens.

Competition Results: [NATURE]

Kitsets:	No Entries	
Diecast Large:	1st Owen Dickson	Lamborghini Jota (cow)
	2nd David Peipi	Shelby Cobra
	3rd Fred Hawkes	1964 Ford Mustang
Diecast Small:	1st Fred Hawkes	DeHavilland DH98 Mosquito
	2nd Fred Hawkes	Sopwith Camel
	3rd David Peipi	Pontiac Firebird

Fred Hawkes

[**Ian C. says** "Assuming the Lamborghini was a Miura Jota, then it is more appropriately regarded as a fighting BULL for the purposes of your competition Fred... just me being pedantic as usual!"]

October:

Christmas is only next month so if you haven't got your orders in to Santa, you had better hurry up or you will miss out.

The last meeting was held at Graham Peterson's with G Peterson, J Macgregor, R Robertson, D Peipi and F Hawkes present with apologies from O Dickson, B McCorkindale and P Thompson. Our December meeting is going to be a bit different to usual so check out the next newsletter carefully when it comes.

Competition Results: [G or P]

Kitsets:	No Entries	
Diecast Large:	1st David Peipi	Paddy Wagon (no 2nd or 3rd)
Diecast Small:	1st Graham Peterson	Pickford's Traction Engine
	2nd David Peipi	Go-Kart
	3rd Fred Hawkes	Garrett Steam Wagon

OTAGO REPORT BY ERIC BROCKIE:

Well, the **August** club night has been and gone and we had a great turn-out including the Otago Branch member from Sydney, Darryn Andrews. Darryn has been a member of the branch for many years and served on the Otago Branch Executive for several years before he moved to Sydney... When he plans a trip back home to visit his parents in Kaitangata, he always makes sure he can get to a Club night as well.

As we had just finished the Model Expo, competitions for the night were for any model beginning with any of the letters E, X, P or O. Since our competitions on our Club nights are not too serious, and it often takes some imagination by the member to work out how the model has been entered but the entrant always has an answer!

DIECAST ENTRIES:

1st	Morgan Perry	'41 Plymouth
2nd	Kevin Horne	'55 Pontiac
3rd	Marcos Moni	'69 Dodge Superbee

KITSET ENTRIES:

1st	Shayne Arthur	Perterbilt
2nd	Joshua Kelly	Nascar
3rd	Shayne Arthur	Peterbilt

MEMBER'S CHOICE:

Paul Drummond	Dragster
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In September we paid a visit to Maurice Boyles to look at his creation for the 'Steam Punk' weekend in Oamaru. Maurice is building a steam roller punk creation. He always has some good ideas for his chops and alterations he has done over the years.

He started with a copper hot water cylinder for the boiler for the steam roller and has an oil drum for the front roller with dual truck wheels for the rear of the machine. The front bracket holding the drum roller on to the copper cylinder was recovered from a three wheeled pram which Maurice managed to obtain from the Dunedin City Council recycle centre. Maurice has various other bits that he is still going to add to his creation and he will have it all completed in time for the Steam Punk Weekend in Oamaru.

Good luck to Maurice with your creation for Oamaru!

ALEXANDER BLOSSOM FESTIVAL MODEL VEHICLE FESTIVAL, 2012.

This is the 30th year that we have displayed in Alexander. On display were: steam driven vehicles, articulated trucks, models of Bedfords, Police cars, 3 wheeled trucks plus a collection of Cadburys models, some small dioramas and cars towing caravans.

All the displays looked great but changing the weekend due to the clash with the Hot Rod Show was a disaster even though it was well advertised. I think Alexander was 'dead' because we could just about count on one hand, the number who came through the door each day.

The Central Otago News turned up and took quite a number of photos and did interviews, so hopefully that will help in the future.

AUTOART JAGUAR XJ-S HE

When Jaguar released the much anticipated XJ-S in 1975, expectations were high. Here was the car that would help a troubled Jaguar back from the brink. Here was the eagerly sought E-Type replacement. What happened though was the car maker's equivalent of an awkward shuffling of feet, and some anxious hand wringing. This was not the car the public had been expecting. Where was the evolution? Where was the sports car? Where was the heritage that Jaguar had fought so bravely to nurture since the 1940s? Plain and simple, everyone was stunned. Where Jaguars loyal customers had been longing for a lithe, nimble sports car, they got a fat, squat, GT with those hideous 'buttressed' rear pillars. Such was the confusion, and dislike of the new car that it took a couple of years for the public to forgive Jaguar and for it to finally again acceptance.

However, like the story of the Ugly Duckling, this tale also had its happy ending. Ironically after a production span lasting 21 years, totalling some 115,000 units, and having received numerous improvements and enhancements along the way. The XJ-S now remains one of the most sought after and treasured of the 'Modern Classics' available

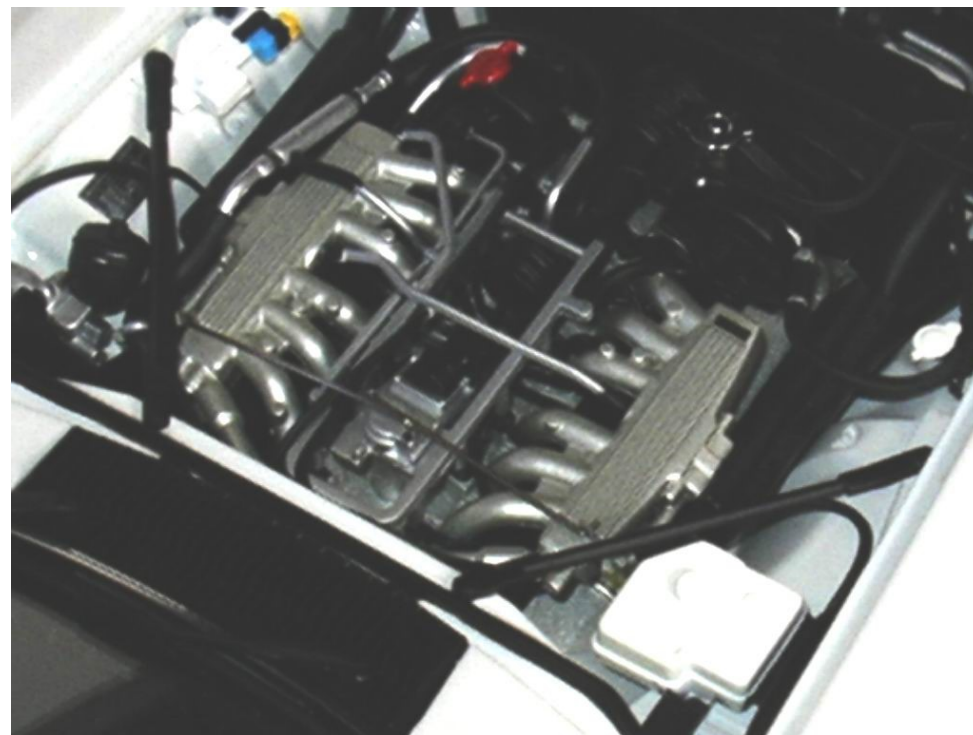
AUTOart has done a brilliant job capturing the lines of the HE version of Jaguar's XJ-S, in both Coupe and Convertible versions. It's a sad fact that many manufacturers sometimes compromise accuracy and detail for profit, but not so in this case. The HE stands for High Efficiency which came about in 1982 after engineers needed to improve fuel economy by redeveloping the cylinder heads on the 5.3 litre V12 engine. From whatever angle you view the car from, it just seems right. The body sits over the wheels at the correct height, the wheels filling the wheel arches just nicely, giving the whole model a long, low, purposeful stance, just like the real thing.



Attention to detail is superb. Being a bit of a Jaguar nerd, I notice the small things. All the badges for instance. The 'Starfish' alloy wheels have the correct centre cap 'Growler' emblem, the grille has the proper V12 badge, the bonnet and steering wheel both have their respective 'Growler' and 'Leaper' Jaguar badges, and I just love the ultra fine pin striping. The only thing I can fault so far, is at the rear, where the XJ-S and V12 badges on the boot lid, are only decals. On the rest of the body the detail is fantastic – right down to the headlamp washer wipers, the door handles, wing mirrors, boot lid plinth; showing the reverse lamps, and the aerial mast. Chrome work is faultless; the grille has had a wash of black to highlight its detail, and the windscreen, drip rail, waist rail and bumper mouldings are all depicted accurately.

Of course, it goes without saying that both models have full opening features. Lifting the boot lid shows off a fully trimmed luggage area, dressed out in a 'flocked' material, and

which also houses the spare wheel (covered) and the battery (also covered). A nice touch is the realistic struts used to hold open the boot lid. It's the same for the engine bay. The forward opening bonnet is held open by accurate looking struts using proper hinges and not the archaic cast dogleg hinges, so widely used from days gone by.



Thus the engine bay in all its finery is revealed. And what a vision it is. I had the luxury of comparing some photographs from a magazine and I am certainly not disappointed. All major components are present and correct. Obviously very fine items cannot be replicated, but there is still enough there to look realistic. Notice the fuel injection equipment and associated pipe work. The air conditioning hoses, washer bottle, air filter boxes and even the cooling fans can all be seen. A quick look underneath shows again, a faithful copy of the original. I am pleased to see the rear suspension accurately displays the rear sub-frame, showing the inboard disc brakes and the dual 'coil over' spring and shock absorber set up. At the front end we see the engine sump pan and oil filter along with transmission and twin exhaust system - again, all faithfully reproduced.

In producing a convertible version, AUTOart have had to give us the 'Full Monty' as far the interior is concerned. How many times have we seen manufacturers cheapen the quality of a model by scrimping and saving on the interior of a car because they know it can't be seen fully? The detail shown in the XJ-S interior is, of course, superb. Of particular delight to this Jag nerd, is the application of walnut veneer to the dashboard, the centre console and door trims.

SHAYNE'S JAGUAR XJ-S HE



Photo 1



Photo 2



< Photo 3

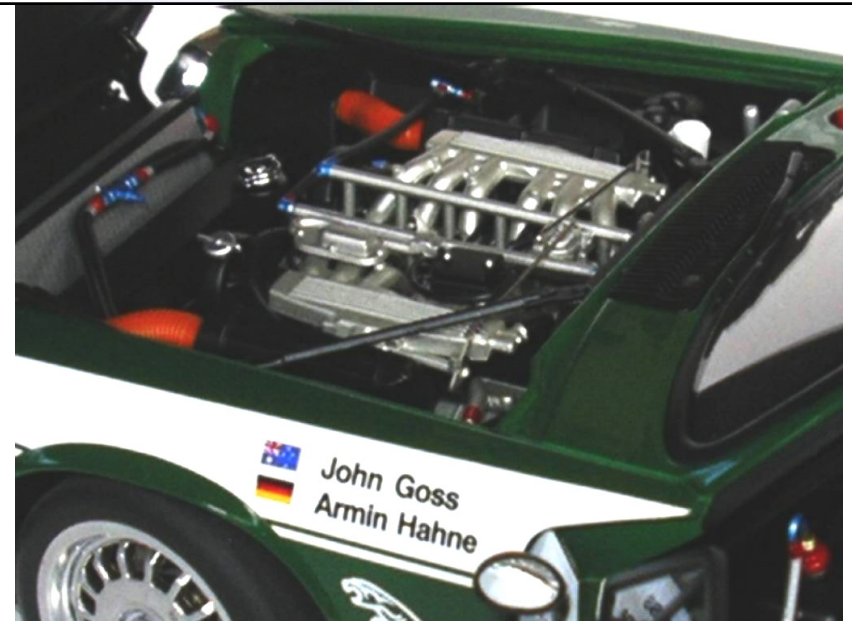
Photo 4 >

Photo 1 = Coupe interior

Photo 2 = Various racing X-JS

Photo 3 = Convertible's engine bay

Photo 4 = Racing Jag engine detail



Also, I am pleased to report, is that the multiple switches, radio and heater controls are all moulded in base relief, and not just decals. Instruments all seem to be correct including the 'drum' type minor gauges as on the real car. Of course the carpets are 'flocked' again and the seatbelts are all fabric ribbon, even with tongues to provide more realism. It is interesting to note that while the coupe version has rear seats, though admittedly you would only seat children or Hobbits in there, the convertible only has a luggage tray come locker with a lift up lid, as the fold down convertible roof was deemed to take up too much room to have a seat. I suppose you have to have somewhere to put a carton or two of Pinot or Shiraz!!

Of course it's easy for me to wax lyrical about cars of which I am especially fond of, but when we have manufacturers like AUTOart, who consistently provide us with fantastic accuracy and detail, model after model, and who have gained for themselves a reputation of being perhaps among the top 5 model producers, it becomes so much easier to describe and enthuse over these miniature automotive delights!!

BUT – that's not the end of this story.....

If you found yourself salivating uncontrollably after viewing the Jaguar XJ-S road cars; the coupe and the convertible, then you might just be ready for the ultimate show piece. AUTOart have reproduced for Biente of Western Australia, the 1985 Bathurst 1000 winning #10 Jaguar XJ-S, driven by John Goss and Armin Hahne, from the stables of the legendary racing team TWR (Tom Walkinshaw Racing). They have also produced the 3rd placed #8 car as well, as was driven by the great man himself Tom Walkinshaw along with co-driver Win Percy.

This story started in 1984 as TWR assembled and prepared a team of 4 cars to contest the fiercely competitive ETCC (European Touring Car Championship). Such was the success; the TWR team took out the ETCC title in that year. And so, boosted by that success, TWR sent a car down to Bathurst to test the waters for the 1984 James Hardy 1000. Sadly a starting line shunt put paid to a result that year, but undeterred, Tom Walkinshaw immediately planned a return visit the next year. And this he did, bringing a team of three cars, to take on the might of Holden and Ford. History now shows that the #8 car of Walkinshaw and Win Percy took an early lead but had to pit on lap 128 to fix a broken oil line. The #10 car of John Goss and Armin Hahne took the lead and ultimately the chequered flag after gallantly fighting off the challenge from a pesky Peter Brock, who had the misfortune of having the timing chain in his HDT Commodore break only three laps from the finish. 2nd place went to the BMW 635CSi of Roberto Ravaglia and Johnny Cecotto with the #8 car of Walkinshaw and Percy taking 3rd after completing the oil line repairs.

AUTOart have created a masterpiece with these TWR Jaguars. The extra detail and finish really have to be seen to be appreciated fully. The tribute to accuracy and faithfulness to the original, seen in these cars is a real credit to AUTOart. It would be a mistake to disregard this model as a tatted up coupe with a flash paint job, without taking time to inspect one carefully. Yes, it does have a fantastic paint job, the full TWR racing livery is superb with particular care taken with decal positioning. The most obvious changes can be seen at the rear with the inclusion of the twin fuel fillers for the huge boot mounted fuel tank. Also seen here is part of fire extinguisher set up and some of the high pressure fuel lines.

Similarly, in the engine bay – additions include some large air ducting hoses to direct cooling air to air filter boxes, and some extra fuel piping to help feed the hungry 5.3 litre V12 engine, which in full race tune, was pumping out close to 500 HP. Also notice the locking pin sets on both the boot lid and bonnet. Although non functional on the model, the miniature R-Clips can actually be removed.

Underneath we can see some more air ducting hoses, this time directed towards the brakes, obviously to help cool the massive competition disc brakes to haul the 1400kg race car down from 170mph come race day. Interestingly, the rear disc brakes were shifted to the 'outboard' position allowing easier access to do a pad change if necessary. Also seen is the twin exhaust system, now re-routed to exit just in front of the left rear wheel. Talking about wheels the Speedline alloys have the finely detailed decals showing both 'TWR' and 'Speedline' on them. But these wheels are perhaps the only disappointment seen on the whole model. When studying photographs of the real car, I can't help but notice the wheels should have a more natural dull alloy finish (like the 'Starfish' road car rims) rather than the shiny, high gloss rims seen here. But perhaps I am being a bit picky!!

The interior is just as interesting. Obviously the road cars' seats and trim have been stripped out, and in its place the full roll cage and racing seat are proudly displayed. In the left hand side of the cockpit are the fire extinguishers and also the control panel to enable the driver to adjust brake bias and suspension settings among other things. The dashboard and door trims are still in place as per Group A rules of the day, but the dashboard is dominated by the large rev counter directly ahead of the driver, while other gauges are either side of it along with even more in the centre of the dashboard. Also noticeable is the 5-point racing harness. Although not reproduced in an actual fabric, straps are made of a very soft, pliable vinyl with the harness buckles made in what looks like finely moulded plastic.

I feel AUTOart have done an outstanding job with these cars. As I mentioned earlier, the way in which the whole purposeful stance and the sleek, unassuming air of these cars has been captured, is a measure of the manufacturers ultra-high standards of capability, and is to be commended. I was fortunate enough to be able to purchase all three race cars, plus the two road cars and they all look fantastic in a group together. I also have another road car too, by a different manufacturer but it is not a patch on these great AUTOart products. These models were released from about mid 2011, so should still be available from your favourite model shop.

Shayne Spicer
2012



HOW IT ALL BEGAN PART 2

The late Ron Welford submitted a design for a rubber stamp to be made and used on our letterhead and this was approved by all persons present. It is worth noting that since the inception of the Club, there have now been six letterheads. The decision was made that the subscription for the first year would be \$2 per member. At this stage, if an overseas collector made an application to join the Club, they would be declined as it was for New Zealand collectors only at this stage.

Some other interesting items from the inaugural meeting were that model in member's collection should be made of; **diecast** (metal), **rubber**, **tinplate plastic**, **steel**, or **construction kits** of any type. Models could be 'push-and-go', battery operated or clockwork, but if a slot car was to be part of the collection, then the motor had to be removed. (How things have changed!).

Club members were allowed a few lines of free advertising in each issue of the Club newsletter but were not permitted to advertise wanting **Micro Models** because at that particular time it seemed every member wanted to buy them.

We did not apply to be an Incorporated Society in the meantime but would look at it again in 12 months' time.

By the 18th January 1970 – one year since our inaugural meeting of the Club, the membership had risen to 40 and the first Annual General Meeting (A.G.M) was attended by 21 members. Because of the membership numbers and the interest in the Club, those present at the 1st A.G.M voted that the Club should continue to supply a service to collectors.

In the early days, it is interesting to note that toy (model) cars had to be brought into the country under an Import Licence which meant that supplies in the shops were very limited in both quantity and variety (of brand names). Model available 'across the counter' were; **Matchbox**, **Dinky**, **Corgi**, **Britains** plus a few exotics such as **Märklin** and **Solido**. There was also New Zealand made **Fun Ho!** and if you were lucky, **Micro Models**.

Matchbox Toys were, of course, the most sort-after by collectors in those early days, and to get them from the retailer was always a challenge! If a retailer had **Matchbox Toys** for sale, an advertisement would appear in the Otago Daily Times to the effect that the toys would be on sale the next morning and they would be limited to two toys per customer, or four models per customer, if you were lucky. Phone lines would be hot that night between Club members – "Did you see the advert?".

Although the shops opened at 9am, by 8am, a queue would start forming outside the shop where the toys were going on sale and by opening time, there would be about 50 to 100 people waiting for the doors to open. At 9am, the stampede took place to get to the counter first. You purchased your limit and then rushed to the back of the queue to try your luck again, which usually was wishful thinking as the shop would have sold out.

If you did not like this idea or were unable to queue up because of work commitments; you could always write to the Matchbox Toy factory in England. Lesney, the Matchbox Toy Company was only too happy to supply collectors in New Zealand with items direct from the factory. The problem then lay with how to pay for the toys. In New Zealand at the time, we were limited to buy one five shilling British Postal Order per day from the Post Office. In those days, I used to hop on my push bike and do the rounds of Post Offices such as Forbury, St. Clair, St. Kilda, Caversham, North East Valley and Central Post Office to get what I needed.

After posting the order to England, it was then a waiting game until the parcel arrived by sea mail of course (6 to 8 weeks normally). On many occasions, you had to deal with the Customs Department and try to convince them that the toys were a gift or for your own collection and hopefully get the parcel released without paying any duties. These parcels from Lesney were arriving in New Zealand sometimes in their hundreds!

Our Club became an Incorporated Society in 1971. In 1981, to meet the changing patterns in collecting, the members it was time to change the name. Our name was changed to '**New Zealand Model Vehicle Club (Incorporated)**' which we are still today.

Membership numbers in the Club have risen and fallen over the years as have the number of Branches within the Club. The main changes have been that the ratio of kitset builders to diecast collectors ("Pay and Display") was about 9 to 1 but this is now more like 1 to 9. One reason for this is that the quality of diecast models available today is so good. Kitset models are now becoming so expensive but as time goes on, members have realised that built kits become fragile over the years.

Our Club has been here for collectors for some time now and we are now in our 44th year (*Oh heck, my banner is wrong on the cover! I had to rework that out and it is the 44th year. Sorry, Ed.*)

I hope this series of articles may give some interesting information to the more recent Members about the early days of the Club and the problems we had.

Eric Brockie.

I apologise to Eric and the Members for a slight error in the last Part of the Club saga. The last sentence in Miniature Auto #244 page 11 "ERIC BROCKIE was elected to hold that position" seems to got out of context and I can't find the original copy to link it up again. I assume that it was referring to the position of Club President. There also might be a gap in the narrative due to the 'missing' page. I am sure Eric could put us straight on that matter. Ed.

LETTER

I have just finished reading issue 244 of Miniature Auto and I am disappointed and somewhat angered to say the least!! I cannot believe that some members would after all these years, once again pick on the ones among us, who work the hardest to promote the Club, and provide the backbone and structure to ensure it's survival.

It goes without saying that I lend weight and total support to the words of both Eric and Ron in issue 244 in support of Ian and his work on the Club's Website, but I feel that the point is this – these guys shouldn't have to write in their defence to begin with!! At the risk of repeating (again) what has already been voiced, no one who does work on Club things or promotes the Club gets paid. This Club survives on the goodwill and generosity of VOLUNTEERS. This whole venture is a Hobby. Everyone in this Club has a life outside of Model Cars. I think that between them, Ron, Ian and Eric do a phenomenal job of putting together the magazine, and running the club website month after month, year after year, and should be congratulated.

Has anyone else noticed how much MA has improved over the last few years?? Has anyone else actually visited the Clubs' Website recently?? Has anyone else actually noticed that much of the printed content is supplied by only the same very few members each time??

So, now you know what's coming next – Right? Yes – you got it – a 'contribution to the magazine' drive!! Many times in these pages I have read the impassioned pleas from Ron, Eric, Ian and many others, for articles, experiences and photos about models and model car events. All have also invited material in any form, whether typed or handwritten, or even scribbled on a serviette. It doesn't matter. All that matters is they receive something.

Come on guys, let's get organised. How about a bit of a re-think? What would happen if, instead of thinking about what the Club can do for us, think about what we can do for the Club, and see if we can't make a difference in the promotion and awareness of this fine organisation we are proud to be associated with. Ironically, I guess, the Promotion of the Model Collecting hobby was one of the original aims in establishing the Club in January 1969. You can read about it here www.nzmvc.in-newzealand.com

Shayne Spicer

Thanks Shayne, it is great to have back up. I think it is time to put this matter to rest, as it could go on for ever. The main message is enjoy the hobby!!! Ed.

THAT'S NEWS? - THAT'S NEWS!

New Corgi 2013

1:43 Lotus F1 Team E20 Kimi Raikkonen	1:43 Lotus Evora S
1:43 Ford Capri mk.1	1:43 Vauxhall Cavalier mk.3 GSI
1:43 Opel Vectra 2000 16V	1:43 Vauxhall Astra mk.2
1:36 Aston Martin DB5 'Skyfall'	1:50 Scania R (facelift)
1:50 Volvo F89	1:72 Short Sterling mk.3 (modified casting)
1:72 Westland Puma HC1	1:72 Messerschmitt BF109G6
1:72 Harrier GR9	1:72 Westland Sea King
1:120 BR 4-6-2 Britannia	1:100 approx. Bloodhound SSC record car

Oxford Diecast 2012/13

1:76 Scammell Pioneer recovery	1:76 Scammell Highwayman low loader
1:76 Volvo FH12 van	1:76 Bedford OY 3 ton GS 'BR'
1:76 Austin Atlantic saloon	1:76 BL (Austin) Princess
1:76 Bentley Mulsanne	1:76 Ivo Peters Bentley mk.VI
1:76 Ford Fiesta mk.I	1:76 Vauxhall Viva HB
1:76 Land Rover Discovery	1:76 Morris Marina (yippee!)
1:76 Triumph 2500	1:76 Reliant Regal Supervan
1:76 Bedford OW Luton 'Essex Fire'	1:76 BSA motorcycle and sidecar
1:76 Dennis F106 fire engine	1:76 Dennis RS fire engine (1980)
1:76 Field Marshall tractor	1:76 Ford Transit van (current shape)
1:76 Ford Transit mk.II recovery	1:76 M*A*N P fire engine
1:76 Morris J ice cream van (high top)	1:76 Volkswagen T25 van and camper
1:76 (BSA?) tricycle van	1:76 Commer PB van
1:76 Bedford WLG fire engine	1:76 Scammell Showtrac
1:76 Leyland Royal Tiger bus	1:76 CMP 1 st Canadian
1:76 Austin Tilly	1:76 AEC Mercury TL
1:76 Dennis Light 4 fire engine	1:43 Humber Pullman
1:43 Austin 12 open	1:43 Lotus Elan Plus2
1:72 De Havilland Mosquito	1:72 Fiat G55
1:72 De Havilland Puss Moth	1:148 Bristol Lodekka
1:148 Bedford Lomas ambulance	1:148 Bedford Pantechnicon
1:148 Morris Minor saloon	1:148 Bedford OWB bus



MODEL MART

FOR SALE:

An eclectic mixture of diecast models for sale. Most are obsolete, some going back to the 1970s, many are boxed and in good condition. The list can be sent to you by snail mail or email, and photos can be arranged if you would like to see specific items.

Please contact;

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

Or carvillestewart@gmail.com

FOR SALE:

I have a few kits of both military vehicles (1:35 scale) and aircraft (1:48 and 1:72 scale). The 1:72 scale aircraft are of mainly bombers. I haven't the means to put up photos of such at the moment, but I give you my word they are all in perfect order. If you know of anybody who may be interested in these, they can email me at warrenandfely@xtra.co.nz

Coming next issue:

New Zealand Tri-ang diecast toys
That pre-date the Spot On series

Read about the story in
Miniature Auto issue 246



Wanted wanted Wanted wanted Wanted wanted

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