

Miniature Auto

ma249

New Zealand

46th year of publication!



IXO/part-work 1:43 Bedford TJ (see page 7)



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

CLUB DIRECTORY

NATIONAL EXECUTIVE 2013

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

Vice President: **John Henderson**, 30 West Watson Avenue, CHRISTCHURCH 8025
Phone (03) 338 3855

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**, 71 Wither Road, BLENHEIM 7201
Phone (03) 579 1460

Canterbury
Otago: **In recess.**
Graham Patterson, 103 Musselburgh Rise, Musselburgh, DUNEDIN 9013
Phone (03) 455 0600

Southland: **Graham Peterson**, 97 Tramway Road, INVERCARGILL 9812
Phone (03) 216 5477

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

The views and opinions expressed in Miniature Auto are not necessarily those held by the New Zealand Model Vehicle Club (Inc.) and the Executive and no responsibility can be accepted by the Club and/or the Executive.

ACCEPTING CONTRIBUTIONS TO MA NOW!!

EDITORIAL

2014! How time flies, especially when you are responsible for producing Miniature Auto!

There is some discussion in this issue about the kit situation. Obviously the debate can go on for some time. Remember, the contents of Miniature Auto depend on contribution by members (or the lack of) and it is up to the membership to get things into balance. If I recall during the history of the Club, the only thing that is 'frowned upon' are slot cars, but maybe it is time to include them as they are now realistic presentations and models in their own right.

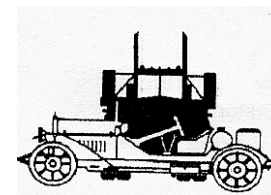
When looking over the reports of the toy shows in London and Nuremberg, the thing that showed up was the number of smaller independent firms producing mainly resin based models in mainly 1:18 and 1:43 scales. Shades of the 1970s 'cottage industries' but now the models seem to be made in Chinese factories to hand-built standards.

While on the subject of Chinese factories, there seems to be many pitfalls companies can fall into. Firstly, the contracting factory can go bankrupt with the loss of production and in some cases, tooling. Bianta and Trax have been reported to have been caught out and even the likes of Corgi have been severely affected by schedules falling over, etc. Another problem is the poor quality of product with brittle and 'fatigued' models turning up and also poorly finished items. There is a rumour that some production will be moved back to Europe because of these problems.

I have updated the software used to produce Miniature Auto and have not yet got to grips with its idiosyncrasies (as always seems to happen after updates) and there have been a few problems with the 'looks' of the end product by the time it gets through the printer.

By the way, does anyone have any expertise on 1:32 farm machinery? How about an article?

Happy modelling,
Ron



IN THIS ISSUE:

Editorial	3
Eric's Kits	5
1:43 Lorry Photos	8
Model Scrutineer	11
Micro Model Promotionals Pt.4	14
News?	15

Branch News	4
1:43 Lorries	7
Universal Hobbies	10
Carville's Capers	12
Letter	15

BRANCH NEWS

OTAGO:

November Club Night: Well, here we are into the new year already. Ten members of the Otago Branch met in Green Island prior to leaving for our destination where we paid a visit to Colin to view his collection of memorabilia—a collection of all sorts from full sized vehicles to models and other motoring ephemera.

Colin has been very fortunate to be still living in the family home where he was brought up and many of the family items are still in his possession including some of the vehicles. Although we only saw a proportion of the vehicles in Collin's collection the ones we did see included a 1973 Mustang, 1981 Corvette, 1942 Ford pick-up (an original family vehicle now in the restoration stage), 1943 Dodge Power Wagon still in military colours, 1969 Ford Cortina (original family car), 1952 Singer, 1963 Mini and a 1970s Diahatsu 2 cylinder 2 stroke 360cc which was one of the first of the brand in New Zealand.

A variety of models in diecast, tin-plate, steel and plastic which Colin knew about each and every model there. He is not so interested in modern models but prefers older ones because of the history attached to them. Although we did see a number of Tri-ang steel toys, Colin has a bigger collection of them elsewhere. There are also 15 tractors stored off-site. Some go back to previous family ownership. One of the biggest collections on display was 40 or 50 chain saws!

It was an enjoyable visit and one I am sure that all 10 members attending enjoyed
(Abridged - Ed.)

Eric Brokie

SOUTHLAND:

Hi there,

Gee it's good to have some decent weather for a change, even though it appears to be only for a few days. Did anyone get to the "Crank-up day"? Unfortunately I didn't make it but I hear it was a good show - as usual.

Competition Results:

Kitsets:	1st	Graham Peterson	Trucked Digger
Diecast Large:	1st	David Peipi	MG Midget
	2nd	Fred Hawkes	1927 Mercedes 630
Diecast Small:	1st	Fred Hawkes	BMW M3
	2nd	David Peipi	Locomobile Van
	3rd	David Peipi	Fenzd Tractor

Fred Hawkes

MA249 p4

ERIC'S KITS

Warren Dyson wondered in MA 248 whether I had ever built kits, so I thought I would try and recall some of my memories of KIT BUILDING (by me) in the early days of being involved in the hobby.

In 1960, my son Howard was born and I thought it was a great time to start a model railway because I had always been interested in model trains. I started with second-hand railway models and then eventually moved to new items that in the end, were all by Fleishman from Germany.

Once I had the small layout almost finished, I began buying Matchbox Toys to put on the layout and that is how I started an interest in MODEL CARS. I still have the railway models and half-built layout, but at this time, my main interest is in road vehicles.

Now to get down to my interest in KITSETS from the start: Dorothy and I were in Queens-town for a weekend and were staying at the camping ground and at the entrance to the camp was the Camp Shop. In their window was a built-up model of the Monogram 1:8 scale Big T and after several visits to the shop, the model eventually came home with us. I am not sure what I paid for it, but it wasn't cheap! The owner of the shop used to get a lot of American Dollars from tourists and in turn used to send the US Dollars to the USA to buy these Monogram kits. He would then build them during the winter months (off-season) and then sell them off later.

This was the first time I had seen any kits because up until that time, I only knew about Matchbox, Dinky, Corgi and Britains which I think was all that were available in the New Zealand shops. My interest in kits was started but only aircraft and boats were available but no cars. Of course everything was brought into New Zealand by Import Licence.

I wrote to Monogram in the U.S.A. to ask if I could buy direct from them and a reply came back with a definite 'NO'!!! They informed me that Marlowe Agencies in Auckland were the N.Z. distributors for Monogram Kits. Marlowe Agencies supplied models to the Martin Toy shops around N.Z. My reply to Monogram was that they (Marlowe) did not stock the cars – only boats and aircraft. I received a reply car kits would indeed become available in the N.Z. retail outlets.

Some months passed and Eclipse Radio and Hobbies in Dunedin told me that they had to do a lot of arm twisting, but they were expecting the delivery of some Monogram car kits. A small range on Monogram did indeed arrive in Dunedin, but the prices were high as I believe other retailers were being charged retail price by the importers – hence the high prices.

At some stage I started buying kits from Auto World in the U.S.A. who had an extensive range available. I am not sure whether they are still in business.

MA249 p5

That is how I got my interest in kitsets and while I have several hundred in my collection, most are unbuilt. I have Monogram, Hubley, Gakken, Jo Han, Italeri, Pyro, Ertl and Match-box as well as most of the N.Z. A.M.T. plus various other makes in smaller quantities. There are a lot of very old kits amongst the collection and probably a lot would be quite rare. So that relates how I got into KIT BUILDING in the 60s.

Eric Brockie

Thanks Eric, most informative. I wonder about the legalities of the camp owner importing and selling kits later, albeit made up. You must have been hard done by in Dunedin as I know there were many toy shops (and so on) that stocked car kitsets in the 60s around Wellington. Yes, I used to make kits myself, but got disgruntled when they fell apart due to poor quality glue, etc. Ed.



Here is a press photo (apologies for the poor quality as it is a copy of a copy!). It clearly shows, apart from the delightful Denise and Howard, there are many built kits on the TV and behind it.

1:43 LORRIES

I have been frustrated at the lack of classic 'lorries' modelled to 1:43 scale. I use the word 'lorry' as I am referring to British prototypes. Of course there are plenty to 1:50 ones available, mainly from Corgi Classics, but in my eye, the difference in size is really noticeable when compared to 1:43 cars etc. I like to see everything compatible. Tri-ang Spot On did offer all their models to a very close 1:42 but because of their modelling standards, they always looked clumsy to me – not to mention very costly now (and I think when they were new, they were expensive – hence the short life of the marque).

Now I have discovered a part-work that features classic lorries of the 50s and 60s as well as many other Continental trucks. I think the series was in French and called model trucks of the world (equivalent in English). The models are made by various companies, most are by IXO and some can be found on their Web site. Otherwise, the secondary market (eBay, etc.) is the main source of the ones I have obtained.

One gap in British lorry models is the Bedford A and J series to 1:43 scale (and other scales). The part-work offering is of a Bedford TJ, but it represents a Belgian coal merchant's vehicle and so is left-hand drive and sign written in French, although judging by the number plate, it could be domestic French.

The actual model is made by IXO, so maybe they will make an English version? The cab and chassis are metal and the tray and load are plastic (a pattern followed by most of the other models from the series). The shape is accurate and has embellishments such as chromed and glazed headlights. Nice tampo printed signs including the bold 'BEDFORD' above the grille. The load is convincing with even a spilled sack at the back of the stack. *See the front page for illustration.*

Next is a Bedford OYD. Oxford Diecast has just released the model in 1:76 but that is a bit odd as I think military modellers prefer 1:72. It is the same situation as the 1:43 versus 1:50. Anyhow this one is also made by IXO and I guess it represents a post-war version as it has unscreened headlights and a gloss blue paint job. Interestingly, the signage on the door is for 'Royal Canadian Air Force' and an 'R.C.A.F.' number plate, but it is right-hand drive. Like the Bedford TJ, it has a metal cab and chassis and plastic back. It is modelled as a 4.w.d. and has cross-country tyres. *See page 8 for illustration.*

Here is a 'pigeon pair' a Ford Thames Trader ET7 and an EBBRO C-45 (the Spanish made Trader). Once again they are made by IXO and of similar construction. They are good models and it is interesting to note that IXO has taken the trouble to model the differences instead of making do with one mould. The chassis is different on each model and of course the steering wheel is on the left for the EBBRO and right for the Trader. The driver's door window is depicted 'wound down' on each (i.e. opposite sides) and the EBBRO has only one windscreen wiper with the Trader having two. Even the door mirrors are different on Nice appropriate tampo printing although there is a mistake on the signwriting above the Trader's windscreen 'North **Rest-ern** Gas Board'. I guess there is a non-p.c. joke to be made there, but I'll refrain!

Ron

1:43 LORRIES PHOTOS

The IXO Bedford
OYD in R.C.A.F
colours.



Willeme cov-
ered lorry
(same type as
French Dinky)

Opel Blitz van



EBBRO C-45 van
(far left.)
Fordson Thames
Trade ET7 (left)

Saviem horse float



Two versions
of the Austin
J4 (a.k.a Sa-
va)

Facelift Sava
left, l.h.d
Austin J4
right

UNIVERSAL HOBBIES

Universal Hobbies (UH) models, or as they were known years ago, Eagles Race, have changed direction in the type of models they are manufacturing.

At one time they had a large range of Land Rovers and other cars such as the Ford GT40 – all in 1:18th scale plus a few 1:43 scale items. In particular, a range of Hot Rods were offered but none of these models have been imported into New Zealand for several years. The importers of UH are now out of stock of all these earlier models with the exception of one or two items.

Although UH had a few tractor models on offer for years, they were of Renaults which were not big sellers because Renault tractors are virtually unknown in N.Z.

When they made a Fordson Major tractor, sales of tractor models took off at a reasonable pace in N.Z. The Fordson was followed by the TEA Ferguson and from then, the supply of model tractors and agriculture items has expanded at a great rate with new items being imported into N.Z. every couple of months. Every new model seems to have a waiting list now in N.Z.

UH also started to produce a range of construction equipment but they have not been as popular as the tractors.

To date there have been the following tractor and agricultural models into N.Z. and no doubt more overseas.

55	1:16 scale tractors	110	1:32 scale tractors.
38	1:32 scale farm accessories	1	1:32 scale tractor set
39	1:43 scale tractors	19	tractor or implement key rings.

In the construction equipment side there have been:

22	1:50 scale items	5	construction equipment key rings.
----	------------------	---	-----------------------------------

The bulk of the contraction models are based on Komatsu prototypes. Although the models are good, the sales do not match those of the tractors.

UH also offer a few 1:50 scale trucks and their popularity was not as great as the tractors, which may be due to their price here. At this stage there have only been four models in the range with the first three models being slow sellers but the 4th one, a Scania R580 and Krone Box Liner with 2x 20 foot containers sold better than the other three even though the \$50 price was higher. All the truck models have been based on the Scania cab.

There is no doubt that the range is of excellent quality and there are a lot of collectors out there buying them, so what a pity we cannot have all those collectors as members of the NEW ZEALAND MODEL VEHICLE CLUB (INC)!

Eric Brockie

MODEL SCRUTINEER

Recently I acquired a Sun Star Lincoln 2000 Limousine (stretched) via Trade Me. Sun Star (Macau) are well known for their large scale English buses (1:24) and 1:12 scale Volkswagens and Morris Minors among other scaled models. They took over the rights of Vitesse of Portugal when that company folded some years ago and has released many new and existing models under the Vitesse and Sun Star banner. The Lincoln is 1:43 scale.

When I received it, it looked familiar. So I checked my shelves and found a Kinsmart version of the same car, although the base claims it is a 1999 model. It also claims that the scale is 1:38 but it is only a little bigger than the Sun Star one. Back in the day, it was quite common for the Hong Kong toy makers to copy other company's products, so I assume that the Kinsmart one is the copy. It is definitely down the toy end of the market however. It has opening doors, sliding roof section and a pull-back wound motor that intrudes into the back seat. The Sun Star one on the other hand does not have any opening parts and the roof opening isn't glazed at all. Paintwork is rougher on the Kinsmart version especially the simulation of the vinyl roof. Both are painted black.



Sunstar (left)
Kinsmart (right).

PremiumX 1:43 Austin A90 Atlantic 1:43.

This is the product of a new name to the hobby, although it is a subsidiary of IXO Models. They make classic cars from Europe and the U.S.A in either diecast metal or resin.

The Atlantic is a metal model. It is well proportioned and well finished. Of particular note are the plated trims such as the embellishment up the centre of the bonnet and down the boot. It appears to have been applied directly to the body (as opposed to an insert). This seems a fairly new technique and vastly improves the look achieved.



The lights are glazed as is the minute tail light assembly. Windows are flush fitted. PremiumX cost around \$65 in NZ.

CARVILLE'S CAPERS

I do not want to stir up passions on the diecast versus kitset discussion that have occurred in recent issues [Warren Tyson in issue no.248 commenting on comments made by Eric Brockie in issue no.245].

I admire greatly the skill and patience required to build such authentic plastic kitsets, whether they be models of cars or trucks or dioramas. However, my own passion is collecting diecast. Collecting diecast is akin to a hobby such as collecting stamps where the pursuit of a model (or stamp) of a given vehicle, or of finding a particular rare model (or stamp) is an essential part of the hobby, often in addition to an interest in the vehicles modelled as well.

My kit building these days is limited to the construction of 1:50 scale white metal, which although it presents challenges for me, I suspect is neither as complex or detailed as many of the larger scale plastic kitsets. The only thing in common with plastic kitset builders is that there are quite a few unmade kitsets hidden away in the cupboards!

It is true that there are more members in the Club that collect diecast in some way or another. Some specialize in models of a given type of vehicle, make of vehicle, type of vehicle or model manufacturer. I suspect that historically there have always been more diecast collectors in the Club. All have their place.

The Club started when mainly diecast collectors came together, helping and inspiring one another at a time when models were not at all easy to obtain at all.

Over the years there have been many more articles on diecast models in the Club Magazine, perhaps reflecting the number of diecast collectors in the Club. I don't want to sound judgmental, but I have noticed that the kitset specialists in the Club have not contributed as much in the magazine over the years. It should be noted that competition time has always been a showcase for the kit builder's skill, and many fabulous models have featured and been recognized in competitions over the years, particularly those at the time of Annual General Meetings.

What is unfortunate in all of this is the implied criticism of one group by the other. Diversity is good. We can admire each other's passion and skills, and work collaboratively to contribute to, and promote our hobby. To criticize each other causes schisms and unpleasantness, and that is no good at all.

The second Ruby Toys model has been released. Recall that these are Dinky style models, and this one, a Dennis Pax Brewers Dray is similar in size to the Dinky Leyland Comet lorry. The array below shows the different brewery liveries that the model is available in.



I still remember going to Lyttelton when I was young. We used to go via the Summit Road or from Sumner, and I loved stopping above the area being reclaimed to form Cashin Quay, which was to become the container port. I was fascinated by the (little from the cliff top above) Euclid dump trucks busily dumping material into the sea. I remember going over

to the ferry terminal to catch the overnight ferry, Hinemoa to Wellington, and I remember one night queuing in a great line of traffic on Ferry Road to go through the Lyttelton Road Tunnel on the night of its opening. It was 1964, and every driver excitedly blew their car horns all the way through the tunnel. What a din. Trips to Lyttelton have been few and far between in more recent times, and the one I made a few days ago was the first since the earthquakes largely flattened the town's commercial centre. So it was a real surprise to find the best magazine shop in Canterbury in Lyttelton, with over 2000 titles including a wide range of car, truck, heritage vehicle and all related topics, including the English model magazines in stock, tucked in temporary quarters, and then to find a second hand shop with toy soldiers and old Dinky Toys, about 15 of the latter in a surviving old main street shop. It was sad to see a devastated Lyttelton, but the Dinkies and magazines made the trip most worthwhile.

Carville

MICRO MODEL PROMOTIONALS PART 4

Continued from MA248:

MP503 M.G. M.G.A convertible “Golden Oldies Rugby”

This was produced as a souvenir of the Golden Oldies (world) Rugby Tournament held at Canterbury University in September 1995.

The M.G. is the standard casting and is painted bright yellow with reddish brown seats. The dashboard has the dials picked out in silver and the steering wheel is black with silver spokes (4 shallow angle version). The tampo printing on the door reads: Canterbury University Christchurch 1995 and there is a tampo printed logo on the bonnet with ‘Golden Oldies Rugby’ script. The wheels are printed with vent holes and a silver hub cap. The limited edition numbering is XI xxx



MP601 Holden FJ panel van ‘Adelaide Mega Swapmeet.’

Standard Holden FJ van casting. This was the first of three models made for the Adelaide Swapmeet (1996, 1997 and 1998) and came in two versions – general release and stallholder. The stallholder version was the same as the public issue one except it had ‘Stall Holder’ engraved on the base and the roof is signed and numbered by Andreas Flenche, the organiser. The model is painted ‘yolk yellow’ with the usual painted embellishments. The tampo



printing is in black with ‘MEGA TOY SWAPMEET’ on the van panel and line drawings of a tow truck, train engine, ‘plane and tractor inside the borders. Underneath is ‘ORGANISED BY ANDREAS FLENCHÉ’ and there is a slanted oval on the door with ‘ADELAIDE ‘96’ printed inside it. The stallholder’s version has the organisers signature on the roof and a number. This is done in ink so can come off with wear.

The limited edition numbering has a prefix of XJ xxx.

LETTER

Dear Ron,

Mystery tanker: may I add some more to the story. In about 1959-61 this tanker was introduced as a promotional model at Mobil service stations around the country as I worked in one in Mossburn in northern Southland at that time I bought mine at I think was five shillings.

Now the difference to mine is that the tractor unit is that the grill is all red but the rest is as shown in the photo p15 N.Z. tanker all else the same every where. Perhaps Mobil promotions department may help you as to where they got it from away back then.? Good hunting Ron.

Regards Keith McLeod Number 333.

Thanks for the addition information. Keith. It brings up the point that you mentioned was that the petrol company was known as Mobil at the time, not Mobilgas which is on the side of the tank of the mystery model. Fun Ho! At the same time had an arrangement with Mobil and their Bedford TK tanker and Austin tanker in their Midgets had Mobil logos on their signage, so why the ‘old fashioned’ Mobilgas on the mystery tanker which seems to have been available at the same time? Ed.



THAT'S NEWS? - THAT'S NEWS!

Oxford Diecast—various scales.

1:148 (N gauge)

Lotus Elan
Min
Herbie (VW Beetle)

1:76 (OO gauge)

Jaguar F-type
Jaguar XF saloon
Jaguar XKR-S coupe
Mercedes ambulance
Mini 1275GT Clubman

1:43 (O gauge)

Austin 7 RN saloon

Lotus Elite
Bedford Lomax ambulance
Ford Transit

Jaguar XKR-S convertible
BMC Mobile Unit
Austin Allegro Estate
Daimler Hearse
Commer Commando 1½ deck bus

Austin 7 van

PremiumX 1:43

1975 Volkswagen Brasilia
1967 Volvo 144S

1972 Volvo P1800 ES estate
1960 Ford Ranch Wagon

Hot Wheels Elite 1:18

Ferrari 599XX
Ferrari Enzo Test Monza 2003
The Dark Night Trilogy Batmobile

Ferrari 458 Italia GT2 Le Mans 2012
Ferrari 458 1:24

Has anyone seen the Hot Wheels Elite on sale in New Zealand? There is an agent.

Britains 1:32

John Deere 3650 tractor
JCB Fastrac 3230 tractor

Massey Ferguson 6600 tractor

UNIVERSAL HOBBIES 1:32

Ford 6410 Gen.3 4wd tractor

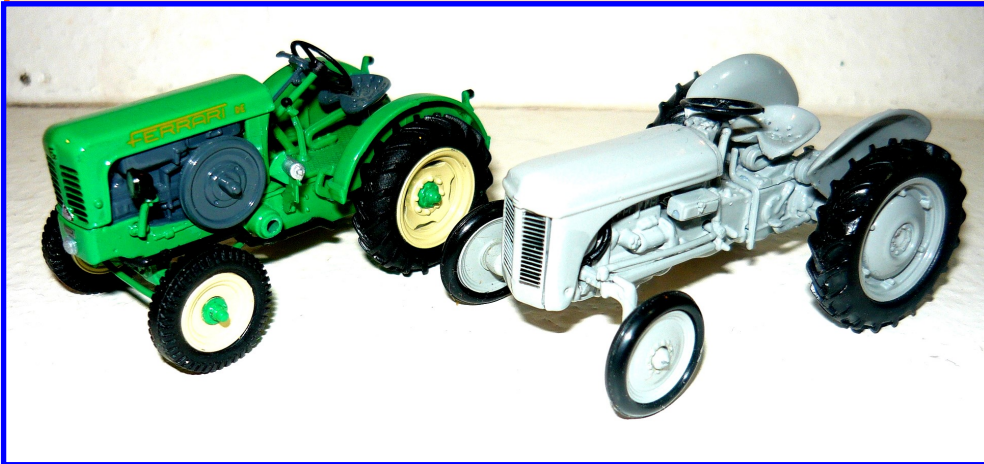
New Holland PowerStar T4.75

Aviation 72 and 200

Westland SA-431E Gazelle HCC4 (72)

Bristol Britannia 318 (200)

It has been confirmed that the 45th National A.G.M. will be held in Central Otago over the weekend 17th & 18th May, 2014. See you there!!!



UH 1:43 tractors—Ferrari (left) and Ferguson TE20 (right) - see page 10

Wanted wanted Wanted wanted Wanted wanted

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