

Miniature Auto

ma250

New Zealand

46th year of publication!



DAN-TOYS Berliet Fire Escape



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

WOW! Miniature Auto number 250! Bit of a milestone I guess but as there has probably been a few errors in counting along the way (some of it my fault!), but for the sake of convenience, we'll keep the count as it is. I recall the #100 issue (not edited by me) when there was nearly 100 pages in the newsletter. I had often wondered why it did not go to the 100 pages at the time. There certainly is no chance of getting 250 pages for this issue.

It is time to put the kits versus diecasts debate to bed for now. It seems there is as many preferences as to model vehicle modelling/collecting as there are participants in the hobby.

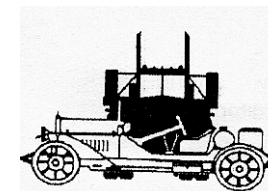
Model manufacturers either seem to be highly prolific in their releases or fading away. I am not convinced that they really know what hobbyists really want and churn out the same type of model all the time.

I have been going over early copies of the newsletter; in particular number 1 of February-March 1969. Lots of news and member participation—new models added to the collection, Carville's FIRST Capers! Helpful hints for kit builders such as "Vinyl Top by John MacDonald; Place a thin strip of cellotape—1/32"—dependable on scale, to imitate the seam on the roof. Paint once with flat black paint and while it is still wet, sprinkle with salt, leave to dry and paint again. It works wonderfully. Gives a real texture and authenticity to the roof".

Interesting to note that the \$2 membership fee equates to \$32 in today's prices BUT the \$2 in wages in 1969 equates to \$48 today, so relatively in 2014; it is much better value. AMT kits in newsletter #1 were from \$1:50 to \$5 = \$24 to \$80 today. How does that compare as I don't know the kit market at present, but at a guess, it would be equivalent?

Happy modelling, all!

Ron



IN THIS ISSUE:

Editorial	3
Carville's Capers	6
Like buses?	10
Letter (part 1)	13
Letters (part 2)	15
News?	16

Branch News	4
Zephyrs	8
Eric's kits	12
Micro Promotionals Pt.5	15
Model Mart	15

BRANCH NEWS

SOUTHLAND:

Well the Branch AGM is over and your officers for the coming year are the same as for last year. Chairman and Delegate - Graham Peterson; Secretary, Treasurer and Newsletters - Fred Hawkes. The Displays and Competitions Officer position has been dropped off for the meantime

Somewhere in Invercargill there is a collection of petrol bowsters and other motoring articles. I have asked this question before, but does anyone know where it is? I have heard the owner is "John" and is in South Invercargill somewhere. Is the tractor museum still at Makarewa? It was about 40 years ago in the half-light I was taken there.

Competition Results [Hot Rods, Dragsters, TV themed vehicles]:

Kitsets:	No Entries		
Diecast Large:	1st	Barry McCorkindale	Munster's Family Car
	2nd	David Peipi	The General Lee
Diecast Small:	1st	David Peipi	Chopper Motorcycle
	2nd	Fred Hawkes	Slingshot Rail Dragster

Our April meeting was held at Alan Graves home in Gore and for a change it didn't rain or snow. A good driving night there and back.

Competition Results [Your Favourite Model (diecast), Aircraft (kits)]:

Kitsets:	1st	Alan Graves	Phantom Jet Fighter Aircraft
	2nd	Fred Hawkes	F1 Sopwith Camel WWI Aircraft
Diecast Large:	1st	Fred Hawkes	1938 Mercedes 500K
	2nd	David Peipi	Alfa Romeo 1600 Rally Car
	3rd	Alan Graves	2003 VY Holden SS Commodore
Diecast Small:	1st	Alan Graves	Ford GT40
	2nd	David Peipi	Ford Street Rod
	3rd	Fred Hawkes	1906 Rolls Royce Silver Ghost

Fred Hawkes

OTAGO:

Our February Club night saw a great turnout of members for the first such meeting for 2014. There were a few members we had not seen for a while plus a couple of new members.

There were plenty of models on the table for members to view that had been entered into the competitions.

My eye was attracted to the Road Train that had been brought along by **Michael Henry**. It was an articulated truck towing two trailers, three up in all and I think it may have been the

same one as **Darryn Andrews** brought over from Australia on his last visit. Darryn's was finished in Fonterra's colour scheme but Michael's was in the Linfox livery.

Competitions for the night were for your latest model and the following are the results:

Diecast:

1 st	Kevin Horne	'Norman Beechy' '78 Monaro
2 nd	Paul Drummond	Citroen Rally car
3 rd	Howard Brockie	'Possum Bourne' Subaru Legacy

Kitset:

1 st	Joshua Kelly	American Stock Ford Thunderbird
2 nd	Joshua Kelly	Mini Concept car.

Member's Choice:

Kevin Horne 'Norman Beechy' Monaro

Lucky Door Prize:

Kevin Horne

March 26th was the night for the Otago Branch Annual General Meeting plus the March Club night. While we did not have the same numbers as the February night, considering it was the Branch A.G.M, we had a reasonable turnout.

The A.G.M went well and it was all over in a short time. The A.G.M saw the same members on the Branch Executive as last year plus we welcomed two additional members to the Executive for the 2014-15 year. We therefore welcome **Howard Duff** and **Bruce Dobson** to our hard working Executive this year.

Since the A.G.M was held in March, the competitions for the night were linked to the month. Any model with any of the letters M,A,R,C or H of have a combination of those letters. Our monthly Club nights and the competitions are there for social reasons and a chance to get together and have a chat. Some members put a great deal of thought into what they enter into the competitions. For example, last year **Joshua Kelly** for the 'A,G or M' theme, Joshua entered a Mini. Yes the Mini begins with 'M' but the letters 'A.G.M' also meant 'A Green Mini'!

This year **Kevin Horne** entered five models for the competition: **M** – Mercury by Franklin Mint, **A** – Aston Martin by Universal Hobbies, **R** – Rover 3.5 by Corgi, **C** – Chevrolet 1941 by Matchbox and **H** – Hillman Minx by Vanguards. The results were:

1 st	Kevin Horn's M,A,R,C,H entry (see above)	
2 nd	Robert Spratt	Ahrens Fox Fire Appliance (Road Signature)
3 rd	Bruce Dobson	1946 Ford Convertible (Road Legends) [it is a Convertible, so qualifies!]

Eric Brockie

CARVILLE'S CAPERS

I have been to two auctions in recent times. There were just two models in one, and I managed to buy both of them at a very reasonable price. However, the rest of the auction was depressing. To watch the treasured possessions and memories of a couple of people, parceled up into carton lots that were selling for as little as \$2 was so sad. Books, the ordinary kitchen crockery and cutlery have very little value, and the contents of a 'blokes' shed were disposed of very cheaply.

The other auction was a 'specialist' toy auction. Most of the lots contained multiple models and went cheaply. Again, the treasured possessions of a former collector, perhaps originally bought for \$20 - \$30 (or more) were typically sold in groups of six or eight models for about \$25. What was even more interesting was the potential buyers. There were a few that I would estimate to be in their thirties or forties, and a couple of these seemed to be 'dealers' but most were older, in the mid fifties to seventies age range.

The latter observation would appear to support the view that collectors are getting older; that fewer young people are joining the collecting community. Is this a characteristic of the membership of the Club? It certainly is of the members and former members that I know. Is this why models of vehicles from former decades, of last century, seem to hold so much appeal, as these older collectors wallow in nostalgia? Of course, it may be that as collectors age, they have more time, and disposable income to give to their hobby. Perhaps it is a combination of both, but I suspect that the former is more significant.

Now an apparently disconnected thought. My only living relative recently said quite firmly, "don't you dare leave your collection for me to dispose of!" I understand the reaction. They know nothing about the models, their value, where and how to best dispose of them. So perhaps you will now see where this is leading. How do we dispose of our collections before or when we die? The collections that we treasure, that we have invested in so willingly, and enjoyed so much. What will become of them?

Of course, there may be a close relative that can be trusted to cherish and value the collection, but I have heard it stated so often that my son (or other relative) has no interest in the collection. Some have sought to find a suitable museum which can display the collection, or have considered setting up trusts to retain and display collections, but both of these options have so many fish-hooks that they have been dismissed as non-viable.

Of course, our circumstances are all different, and there is therefore no one solution that fits all. The important point is that it is a very sensible idea to give the matter serious thought before the options left to those who follow us are non-existent, to seriously discuss it with those that are close to us, and to possibly make provision in our wills.

The latest Ruby Toys variation is shown below – a box van version of their Dennis Pax, alongside a similarly sized Dinky Bedford. Looks tempting, but a lighter coloured livery may look better.



Ron wrote about the lack of true 1:43 scale lorries on the market. I can add details of another source. Goods Yard Models (UK) have produced two lorries in 1:43, but they are in resin, so that may not suit Ron. The two lorries modeled are a 1938 Austin K series, and (another) 1950 Thames ET6 flatbed. The models are obtainable from their Australian agent, Windcliff Models (www.windcliffmodels.com), are very safely packaged and are very well cast. They are not liveried, being produced in this way to enable purchasers to add their own livery.



PS the Altaya/ IXO partwork models that Ron wrote about are also obtainable from Digbys Miniature Autos (UK) www.digbysmodels.co.uk, where the OYD Bedford is now available in the sand coloured livery of the British 10th Armoured division. I also notice that the Premium Classixxxs commercial vehicles range is listed as being 1:43 (Continental vehicles of course) and that the Australian made resin models of International trucks by Rob's Classic Models' are also 1:43 scale.

Carville Stewart.

Thanks Carville—interesting piece as usual. You mentioned the International by Rob's Classic Models (Australia) and I did note their 1:43 trucks. I had an idea of making up a model of the seismic exploration truck I used to drive when working for the D.S.I.R Geophysics Division. No doubt you remember a visit from it in Bencard Place where I lit up the neighbourhood when I drove away. The particular model I wanted was out of production and it would have been expensive to make a special run. Ed.

ZEPHYRS

One of my most recent purchases was a Micro Models Mark I Zephyr Six. Although my collection during my school age years included a number of Micro Models, the Mark 1 Zephyr was never one I owned.

When I joined the New Zealand Post Office in the late sixties, although there were no longer any Mark 1 Zephyrs on the scene, the division in which I worked, used two Post Office grey Mark 2s – one a Consul and the other a Zephyr. Although I enjoyed driving both, the Zephyr was the one I really liked with its six cylinder motor.

I was aware that quite a number of years later, Micro Models Limited in Christchurch produced a limited run of N.Z.P.O Mark 1 Zephyrs in grey, but once again I never managed to purchase one until recently when one popped up on Trade Me, which with the help of my daughter, I was lucky enough to end up the winner of the Lot. Not only was it at a very reasonable price, but it was a mint example in an excellent box. It pairs up superbly with the N.Z.P.O Royal Mail Staff version Holden FJ Van pictured in Miniature Auto Issue 248 which I already owned.

The Zephyr is not a great model compared with the Dinky Toys example of the era, but I am still very thrilled to own one now.

A couple of years ago, while staying with my sister in the Blue Mountains in Australia, I took a rail day trip up to Mount Victoria to visit the model shop which Carville wrote about in Miniature Auto 248

There I purchased a Micro Models 'Queensland Police' Mark 1 Zephyr which was rather expensive! I knew it would be a long time before I would be back there again though.. The model was mint and boxed and it was Christmas Eve – so I just couldn't go home without it! (Don't they say you should buy yourself a Christmas present from time to time?).



The Micro Models from this era come with an individual certificate and the production number of that particular model and that was not only written on the certificate and on the box but also engraved on the base of the model.



The two Micro Models Zephyrs

I also have a two-tone Mark 1 Zephyr Zodiac made by Lansdowne (Brooklin Models Ltd.) which is a very heavy (and expensive) model but which looks just superb with a beautiful interior, white wall tyres, etc.

Now I have the Micro Models and Lansdowne, I am now watching out for a nice Dinky Toys Mark 1 Zephyr which I was just reading about in the February 2014 issue of 'Diecast Collector'.

In the meantime, happy collecting to you all and special thanks to all those who have written many interesting articles featured in our Miniature Auto.



John Henderson
Christchurch.

Thanks John, great stuff and excellent photos! It is interesting to note why the 'new' (1994) Micro Models made the N.Z.P.O Engineers Mark 1 Zephyr was that Kevin Meates, the producer of Micro Models, used to work in the Department years before. You mention the edition number being engraved on the base. Buyers from the factory could also have their own initials engraved on the base as well – that would be most exclusive! The Dinky Zephyr is now available from Atlas Editions in the U.K. Ed.

LIKE BUSES?

You know the old adage – you wait ages for a bus and then two (or more) turn up at once. Whilst I am not waiting for a bus, the same effect seems to apply to obsolete model collecting. I don't think I am a 'completest' but there is a tendency there when it comes to Dinky Toys, or in this case, French Dinky Toys.

The one post-war French casting that I did not have in my collection was #586 Berliet GBK6 Echelle Incendie – or fire escape vehicle. I keep good tabs on what is coming up on Internet sites such as eBay and have only ever seen 'a few' over about 14 years, and they were already well beyond what I would pay. Of course the casting was used in England as a replacement of the Bedford Fire Escape #956, but confusingly, they used the same catalogue number. As usual with the English adoptions of French castings, the finish was not as good and they used metallic red paint which was not prototypical. Also for some reason, one of the screws on the base was converted to a rivet which came up through the decking.



Dan-Toys (left) compared to French Dinky (right)

Anyhow, back to the story – Dan Toys in Paris, France, have been selling reproductions of Dinky Toys. They are not the Atlas Editions (Norev) but 'other' subjects. Recently they offered the Berliet fire escape vehicle and I ordered one as a 'birthday present' from the family (well, you should get what you want, eh?). It duly arrived and it was a very good model, but not having an original to compare it with except the English one; it looked 'right'. The only problem with it is that the ladders have not been strung to allow action from the crank handles. Sure there are instructions, but in French.

Sure enough, not long after I received the Dan-Toys one, than a 'real' one appeared on eBay which no-one seemed to be bidding on. It seemed almost mint, but a 'bit dear'. It passed its close time with no bids and appeared again and again, no bids. There did not seem to be a problem with the seller (100% positive feedback, etc.). The third time it came up; I decided to have a bid and eventually won it at the starting price.



Berliets all! French Dinky (left), English Dinky (centre) and Dan-Toys (right)

So now I have both Berliets. In comparing them, the Dan-Toys copy is spot-on (!) with only the wording on the base to confirm which version is which and the plastic chassis is screwed on. Dan-Toys still have the Berliet available at www.dan-toys.net



To add to the confusion of reproduction Dinky Toys, Norev themselves sell some but under the CIJ branding (Mattel has the Dinky Toys licence).

The English Dinky version (956) showing the rivet not used on either of the French ones. Note the unrealistic metallic red of the body. All English versions are also very expensive on the secondary market.

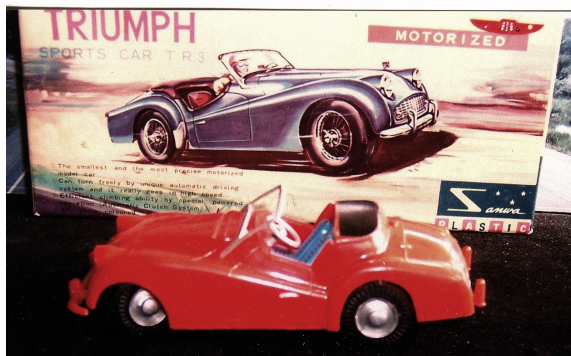
On the subject of reproduction Dinky Toys, there are now over 60 items issued by Atlas Editions in France and six (so far) in their English series. It is quite disappointing that most of the twenty English issues are ones that have already appeared in the French range—Triumph TR2, Ford Thunderbird etc.

Ron

ERIC'S KITS

Kitsets??? Well sort of.

SANWA Plastic Kit No 221 – that is what is printed on the box. Made by Sanwa Model Co. Ltd., Tokyo, Japan. On the instruction sheet, it claimed it was part of the world famous sports car series, number 4. The model: Triumph TR3 Sports Car. “Triumph is the most popular sports car as well as MG in the world”. Top speed of this car is 177 kph.



Only 29 parts to the kit with a one-piece body. The moulding of the body is reasonable but the windscreen frame is very crude. Length is 4 7/8”.

It has a small electric motor fitted above the back wheels which have two very small rubber rings fitted to the end of the axle above the motor. The motor is designed to be fixed on the chassis and remember that the drive wheels is a self-clutch system so the wheels will start turning with the self-weight of the car when you switch on

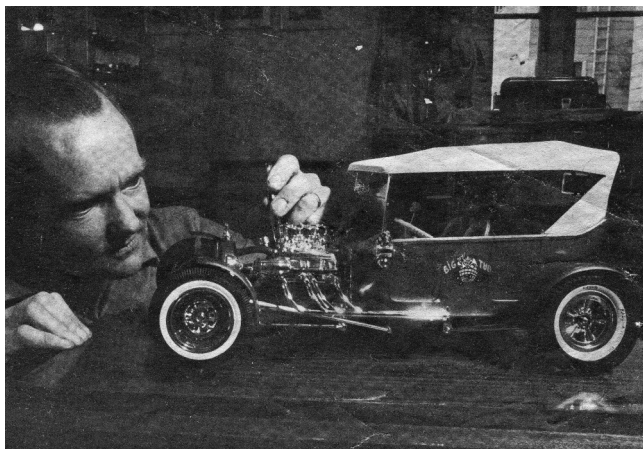
and place the car on a surface.

The on/off switch is fitted from the bottom of the model and fits into a slot that comes up between the two seats and looks like a gear lever. The only problem is that you would have to use tweezers to get the so-called gear lever to the on or off position.

The box shows the model with wire wheels, but the model only has solid plastic wheels with hubcaps fitted over the axles.

Eric Brockie

Mr Brockie with the kitset of a hot rod. It took him 100 hours to complete >>



LETTER

Dear Editor,

I would like to reply to the letter in MA 248 from Warren Tyson.

In general, I agree with Warren's comments about **Diecast** models being bought and put on display and that it is not 'modelling'. However, buying models and putting them on display still puts those collectors into the category of a modelling enthusiast and are covered by the Club's aims.

One of our local members calls **diecast collectors** 'Pay & Display' collectors which I think is a good description for them, but of course, it makes no difference whether members are diecast collectors, kitset builders, scratch-builders or a builder of dioramas. We all have a common interest in the hobby of Models no matter what we have in our 'collections'.

It is just the same with the Miniaturist Clubs, while I do not have an interest in doing what they do, I do get enjoyment in viewing their displays because of all the work they have put into building their display.

Yes, I did build kitsets many years ago and while I have a dozens of models still in their boxes, I doubt if I will ever get back into building kitsets again! I certainly admire the work done by many people; not only our Club members but from the public as well, as in the kitsets and the construction of dioramas in MA 248.

My comments in Miniature Auto were not to 'put down' **kitset builders** by any means, but was only making a point that I feel (and many others would agree) that the number of **diecast collectors** now far exceed the number of **kitset builders** that are around – not only in our Club but in the model world in general. The number of diecast models produced today is so massive compared to the number of kitsets available.

Warren's comment about clubs in general changing over to just catering for **diecast collectors** and that the **kitset builders** are 'shoved aside' may be correct in some cases. I know that in Otago we try to encourage **kitset builders** of any age to carry on and offer any help we can. I would love to see more **kitset builders** in the Club and I am sure the Editor would love more articles from kit builders.

I know that a lot of people I have spoken to say they have given up building kits because of the price.

Warren's comments about the satisfaction of kit building is correct. When you have finished building a a model, you can look back and say to yourself; I am pleased with what I have done to that model, or as you say, “**I did it my way!**”.

Eric Brockie

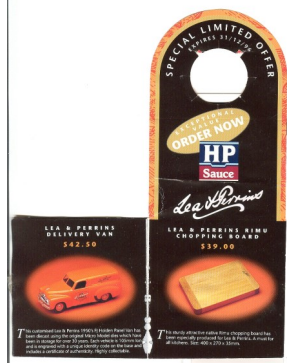
More letters, Page 15

MICRO MODEL PROMOTIONALS PART 5

Continued from MA 249:

MP602 Holden FJ panel van 'Lea & Perrins'

The Holden van was the first promotional made available to the general public through an on-product tab/booklet featuring not only the van but kitchen products. The van is painted orange to match the HP Sauce label. It has nice tampo sign printing both the panel and front doors. The Limited Edition number was **XX xxx** Booklet shown on the right.



MP603 Standard Vanguard Estate 'New Zealand Classic Car'

This was made available to subscribers of the New Zealand Classic Car magazine. It is a little disappointing in a way as it was painted the same colour as the standard issue (MM603) but this one's Limited Edition number was **XL xxx**.



I have just found an original factory listing that shows the Promotional releases and up until MP601 (see MA 249, it agrees with the actual releases. On the list, MP602 was to be the NZ Classic Car release as a Holden FJ van and MP603 was for the Lee & Perrins Holden FJ van (as released). Just shows that even 'official' paperwork can be erroneous. No wonder there is confusion.

LETTERS

Dear Sir,

It was good to read Eric's letter in the M/A of his experience with kits. Now the big question to all kitset builders out there: I would like to know why other kitset builders are not putting photo's into the M/A, is it because they think that it is only for vehicle's only and not other types of model's (Ships, aircraft, and anything else that they may have built not relating to cars and trucks).

I am sure that there are a hang of a lot of kit set builder's out there who have built models who are members of a model club or even non-member's (or is M.A. only for members only?). If they are out there it would be great to see a lot more kitset model pictures being put into this magazine plus idea's and helpful information that kitset builders would love to see and to read about besides just diecast. As I have said before, I have nothing against collectors of diecast models as I have a few myself, but it would help build up the magazine a lot more and I'm sure that us kitset builders would be very pleased to see what others have done and any information that may help kitset builder's to improve on their work. There are a lot of clubs out there with kitset builder's in them I'm sure so why is it you hardly ever see their work being seen in this magazine. I am not an expert nor will I ever claim to be simply due to the true fact that no matter how good you may think you are there is always someone out there better than you. It still would be great to see more kitset photo's in this book.

Warren Tyson.

Hi RON,

Mystery tanker; may i add some more to the story. In about 1959-60-61, 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 got 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 everywhere. Perhaps Mobil promotions department may help you as to where they got it from away back then. Good hunting Ron.

Regards *Keith McLeod* Number 330

MODEL MART

FOR SALE:

25th Anniversary N.Z.M.V.C (Inc) Jubilee models as per Miniature Auto 247. \$48.60 each. Also have Micro International Truck in 4 colours – maroon, red, dark blue AND MAIL RED. \$77.00 EACH.

Contact: Otago Branch, N.Z.M.V.C. Inc., P.O.Box 1356 DUNEDIN 9054

THAT'S NEWS?—THAT'S NEWS!

From Carville Stewart:

Corgi seem to be making some collector friendly changes of late. First they have listened to the collectors of heritage commercial vehicles, and are re-introducing the classic truck range. Three 8 wheel lorries, a Leyland Octopus, AEC Mammoth Major and Guy Warrior are due to be released soon. Corgi have also recently announced that they will be introducing a series of Bentley die-cast 1:43 scale models in the second half of 2014 with two brand new castings; the Continental GT V8 S and the Continental GT3 race car. which will soon be seen on some of the world's most famous racetracks. Corgi says that the collection will to grow to include Bentley road and race cars from past and present.

And while writing about Corgi, did you see that the actual commercial vehicle which they modelled in October 1961, the Ecurie Ecosse Racing car transporter was recently sold at auction for £ 1.7 million, the highest price ever for a commercial vehicle. The purchaser also bought two of the cars from the Ecurie Ecosse collection that were auctioned at the same time. The photograph shows the collection that was sold at auction. The whole collection was:

1952 Jaguar XK120
1953 Jaguar C-type
1956 Jaguar D-type
1959 Tojeiro-Jaguar
1960 Cooper T49 Monaco
1961 Austin-Healey 'Sebring' Sprite
1962 Tojeiro-Buick
1959 Commer Ecurie Ecosse Transporter



Trax Models: After a hiccup, Top Gear Australia has announced they are back in business. New items:

1:43 Toyota Land Cruiser (resin)
1:43 Land Rover 1st series (resin)
1:43 Ford XW Surfer Roo ute.
1:43 Ford Fairlane 500 (resin, various colours)
1:43 VF Valiant Regal 770
1:24 VK Chrysler Charger 1976



1:43 VG Valiant =Regal 770

Wanted wanted Wanted wanted Wanted wanted

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