

Miniature Auto

ma254

New Zealand

47th Year of publication!



British Transport Classics
Commer CX. See page 15



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

DIRECTORY

NATIONAL EXECUTIVE 2015

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

It is great to have a good variety of contributions in this issue. There is even one I had to carry over from Ian Cousins on Dibro toys that migrated from the UK to New Zealand. Ian tells me that he is hot on the trail of information on the factory. Also held over from MA 248, the final part of the Tonka Intercar that was supposed to be continued in the 'next issue'. However, there was only two more models to tell you about and they were substantially the same casting. Thanks to (Sir) Eric Brockie, I have a picture of the missing Ferrari P4.

There have been some ominous rumblings from the Beehive about wanting to recover GST from items bought from abroad. This is going to be achieved by lowering the threshold of exemption (currently \$400 equivalent—don't forget that includes all charges—postage etc.) It may be back to the old days with cards instead of parcel delivery, to front up to Customs and pay your taxes.

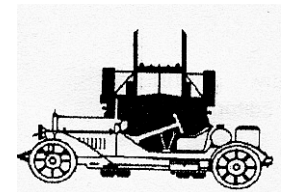
The last issue was a bit late as the arrangements for the Club AGM had to be finalised. Eric did a great job of both these jobs despite other commitments. There was almost a disaster with this issue when I accidentally deleted the master copy instead of the test shot I meant to do. Ah, technology!

It is good to read of Howard Brockie's 'Man Cave'. Just what is needed for the dedicated modeller. Perhaps the most surprising thing though is that Howard has a granddaughter! I still think of him as Eric's little boy.

Keep those articles and thoughts coming in.

Happy modelling to all!

Ron



IN THIS ISSUE:

Editorial	3	Branch News	4
Carville's Capers	7	Shayne's Jag	9
Letter Ben Dillon	12	AHI Toys	14
Commer CX Models	15	Howard's Man Cave	17
45th AGM report	19	Snippets	20

BRANCH NEWS

OTAGO:- A DAY EXCURSION TO NORTHERN SOUTHERN

Hidden away from the road is the 'Fiordland Military Vehicle Museum'. It is a privately owned collection open only by appointment. It is owned by Duncan and Tina McGregor and displayed in two purpose built buildings that house nearly 30 restored New Zealand and American military vehicles. Each country had its own shed and the NZ one also had several life-like diorama displays.

Although I did not do military service; I did do my 10 and a half weeks Compulsory Military Training for eighteen year olds in the 1950s, and this was followed by two weeks each year living under canvas at the Tekapo Military Camp.

Next visit on the tour was to Ron Thornley at Pukerau to view his collection of models of International tractors and implements. While talking to Ron, I gave the outline of where we were going and he offered to help out with some other visits in the area.

On leaving Gorge Hill, we headed towards home via our next stop at the Waimea Plains Vintage Tractor & Machinery Museum. There were about 50 or 60 tractors of all makes on display along with other pieces.

Next call was to view the collection belonging to Morris. His collection is housed in a converted sheep yard. The roof had been raised and a concrete floor laid and the walls were lined. This made it into an excellent display hall for vehicles and memorabilia. Amongst the vehicles on display were a number of Land Rovers, several Jaguars, Falcons, Holdens, a Trekka along with a variety of other vehicles – about 30 in all.

Morris had a large collection of tools on one the side of the complex. There were dozens of tools from all trades – probably 100+ woodworking planes, 70+ oil cans and many types of hammers, spanners, saws etc. On the large end wall and filling it fully were dozens of petrol company signs in enamel, sheet metal and cardboard. Below the signs were all the oil tins and bottles.

The next place we visited was the home of John who had a collection of over 60 vehicles. There were 20 to 30 Morris Minors, Morris Minis and even an Austin 7. There were also Mark 1, 2 3 and 4 Zephyrs amongst others in the newly built barn.

I spotted a very interesting Model A pick-up with New Zealand Post Office insignia on the doors. Some of the interesting items John had displayed in lockable steel cupboards was an extensive collection of Fun Ho! Sandcast toys.

The next stop was to view the Croydon Aircraft Restoration Company and museum but as it was past their closing time of 4:30pm, we had to view them through the windows. Outside the museum building was the original Kingston Flyer K88 locomotive. Unfortunately, the engine is deteriorating since the abandonment of the Flyer service, especially upsetting as so much time has been spent rebuilding it from a wreck recovered from the Oreti River bank.

A long day enjoyed by all those who took part.

Eric Brockie

SOUTHLAND:

Brrr, winter appears to have arrived and the heaters are all cranked up to keep us warm.

Welcome aboard to Malcolm and Noeline Shaw and Sam Findlay of Winton. We hope you have an enjoyable time with us.

Our April meeting was held at the home of Alan Graves in Gore, where we had quite a good night discussing models and the upcoming AGM and Competitions.

Competition Results ["A vehicle with the name of an animal, bird, fish or insect (real or mythical)" for diecast classes and "Silver or Aluminium" for kitset classes]:

Kitsets:	1st	Fred Hawkes	1998 Mercedes SLK
	2nd	Sam Findlay	4 wheel ATV Motorcycle
Diecast Large:	1st	Sam Findlay	Ford Mustang Cobra
	2nd	David Peipi	Pontiac Firebird
	3rd	Alan Graves	Holden Commodore
Diecast Small:	1st	Alan Graves	Hellcat Fighter (Aircraft)
	2nd	Sam Findlay	Caterpillar D4
	3rd	Fred Hawkes	Tiger Moth (Aircraft)

Our May meeting was held at the home of Sam Findlay in Winton, and a good, entertaining night was had by those present.

Competition Results ["Vehicle with name starting with C" for Large diecast class and "Matchbox model coloured red or orange" for small diecast class and "A vehicle with the name of an animal, bird, fish or insect (real or mythical)" for kitset classes]:

Kitsets:	1st	Fred Hawkes	Mongoose Dragster
	2nd	Sam Findlay	Volkswagen Beetle

Diecast Large:	1st	Fred Hawkes	1957 Corvette
	2nd	Graham Peterson	Claas Combine Harvester
	3rd	David Peipi	Chrysler
Diecast Small:	1st	Fred Hawkes	Ford Model "A" Wrecking Crane
	2nd	Graham Peterson	Dump Truck
	3rd	Sam Findlay	1918 Crossley Coal Truck

OBITUARY:

It is sad to note that member 946, Barry McCorkindale, passed away recently.

Member 946, Barry Ross McCorkindale, aged 56 joined the New Zealand Model Vehicle Club on approximately the 12th of December, 1988.

Barry was a keen competitor at our competitions and helped out with models and manpower at our displays. When traveling he would usually take a back seat on the way to our destination, but coming home he would occupy the front passenger seat and keep the tape deck busy and make sure the driver didn't get a chance to nod off. His selection of tapes was usually pretty good.

Well Bazza, we are going to miss you heaps....

Rest on, our friend.

Fred Hawkes

WELLINGTON:

When the Club was first established, there were many members in the Wellington Branch. One of the early members was Fred Keith and it was sad to note that he passed away recently at a Wairarapa Home. Fred was from England and was interested in Matchbox Yesteryears and Corgi Chipperfields Circus vehicles, and horse-drawn vehicles.

He was a little older than a group of us that started their families about the same time so we used to enjoy family orientated Club meetings at each other's homes. Fred's house used to fascinate me, being almost vertical living up the side of Wellington's southern suburbs—not far from Ian Cousin's current home. Fred also had a variety of jobs while I knew him—bus driver, builder of premature baby incubators, and builder and seller of kites from a shop not far from his home. What I did not know was that he served in Malaya during the Emergency.

Even though we lost touch over the years, it is still sad news when we loose a fellow collector. Our condolences to Heather and the family. **Vale, Fred!**

CARVILLE'S CAPERS

It was a pleasure to attend the AGM in Dunedin on May 16/17, despite that fact that Dunedin's weather was not very welcoming. However, the local members, the owners of two impressive collections of American vehicles and three museum guides were most welcoming and made up for the grey clouds that seemed to be glued to the Dunedin hills. Given the recent record rainfall, particularly as the meeting venue was in the South Dunedin area, I daresay I should not complain about a little drizzle. The meeting itself, and the associated competitions went well. I will probably cause a few frowns if I was to say that for a small club, we have too many rules. Fortunately though, the meeting proceeded quickly without much recourse to those rules, and many of those rules reflect a time when the membership was much greater than it is today. The journey back to Christchurch was magical, as the day was beautiful and the rolling green hills of North Otago and South Canterbury, tinged with the autumnal colours of trees and a light dusting of snow on distant hills would take a lot of beating.

Ron wrote about the Trax Vauxhall Series E Vagabond in the last issue, and this follows the release of two other British origin vehicles, a Ford Anglia 10 Tourer and Austin A40 Tourer



It was interesting to receive notice of more British origin cars to be released by Trax, and I have reproduced their publicity photos below. I don't think that many Kimberleys made it over the Tasman, but it is still good to see models of these vehicles being made.

(The Kimberly and the Tasman did come to New Zealand and I think they were assembled in Petone. Ed.)

Keeping to the British theme, the latest Dinky style model from Ruby Toys have arrived. It is a Leyland Beaver from

about 1935, and both liveries look very good for all Anglophiles, and evocative of their era. The casting are clean and well painted, with very fine catwalk and ladder. I have also been sent a picture of the next model, due in October this year. A Shelvolke & Drewry rubbish cart could only be British!



Do you collect models or toys? For me, the distinction is that a model is a scaled down representation of something that is real, while a toy need not represent anything that actually exists, even if there is some similarity in style. When I answer questions about my hobby, I say that I collect models – definitely not toys. So when the latest edition of Ramsays British Diecast Model Toys Catalogue arrived recently I noticed something in the title that has gone unnoticed before. It de-

scribes itself as a “Model Toy Catalogue” (though it does also say “The UK’s Best Price Guide for Models and Toys”) The title does puzzle, as I believe the term ‘model toys catalogue’ is a contradiction in terms. I suppose it does allow for the fact that quite a few early models were rather crude – or toylike – and it has to be remembered that Meccano and Mettoy described their products as “Dinky Toys” and “Corgi Toys”, but I believe that they did so because they thought that the models they made could be played with like other children’s toys. Its all rather confusing isn’t it?



Happy modelling to all

Carville



SHAYNE'S JAG

Paragon Models – Jaguar XJ6 S1 4.2

By the mid 1960’s, Jaguars model range had become somewhat cumbersome. Yes, the E-Type was going well – the 4.2 Litre. engined versions had been released and work was progressing on the Series 2 version, the MK10 had evolved into the 420G and was chugging along, but the Compact Saloons were starting to look a bit messy. Messy - in that there were now several variants and permutations all based around the original MK2 body shell.

The original concept was brilliant. In 1955 Jaguar had released the compact 2.4 Saloon as it was known, followed by the 3.4 Litre. a couple of years later (now retrospectively named the MK1). These compact saloons evolved into the MK2 in 1959 and were available with 2.4, 3.4 or 3.8 Litre. engines.

This ‘Compact’ series of cars became the mainstay of Jaguars production for the next decade, becoming very popular with both the motoring public and journalists of the time. But during this time, Jaguar started to tweak and fiddle with its compact range. First, in an effort to introduce a better ride and comfort, they borrowed the Independent Rear Suspension from the MK10 – this, along with some subtle body changes became the S-Type. Next, Jaguar remembered they had a couple of V8 engines available (left over from when they acquired Daimler back in 1960), so proceeded to fit the 2.5 Litre. version (the other being a 4.5 Litre.) into the MK2 body bringing us the Daimler 2.5 V8. Then the 4.2 Litre. XJ engine was released for the E-Type and MK10, so subsequently it was decided to utilise this in the compact series as well, becoming (with another subtle facelift) the 420 – though not to be mistaken for the 420G

Confused? - The time had come to rationalise all of Jaguars’ sedan model ranges. So the brief was set – to utilise the best attributes and characteristics from all 3 of Jaguars’ ranges and come up with an advanced design which would be a world beating formula! And that’s exactly what they did. Taking the compact body shell of the MK2/S-Type/420 and enlarging it, Jaguar then added the rear suspension and running gear from the E-Type, then by adding the 4.2 Litre. XJ engine and some of the styling and luxury from the MK10/420G created the XJ6 as we know it.

As they had done in 1948 and again in 1961, Jaguar took the world by storm! In 1948 Jaguar had released the XK120 and the motoring world had been shocked. In 1961 Jaguar had released the E-Type and the motoring world had been stunned. Now in 1968 the world was awestruck as the XJ6 was released, beginning a whole new era of motoring and, setting a fresh raft of superlatives flowing.

Such was the smoothness of the ride and luxury qualities like walnut veneering and leather upholstery, that the XJ6 was compared to Rolls-Royce and Bentley and considered the better car – and obviously, way cheaper too!. Performance too, was rated as best in its class against Mercedes-Benz, BMW and most other British luxury brands!



Never before had the world seen such a complete package as what Jaguar had put together, and at the same time appropriately reinforcing the now famous Jaguar catchphrase – Grace, Pace and Space. Of course, the XJ6 became the anchor for all future generations of Jaguar sedan models and became the benchmark a many other manufacturers would mark themselves against.

This model of Jaguars iconic XJ6 captivated me for three reasons – firstly because this is the first ever model of the XJ6 to be produced in 1:18 scale, secondly this particular car modelled, was actually owned by Jaguar founder and CEO Sir William Lyons - a fitting tribute to a Motor Industry legend, and thirdly, Paragon Models is a relative newcomer to the modelling world so this is the perfect opportunity to study their style and application in detail.



Upon unpacking this model from the packaging the first thing to note is that it just looks right. The lines and proportions are spot on, and the stance and the way it sits are also correct. The overall appearance and the depth and shade of colour (Sable to be exact) are excellent with a lovely finish and having a period sheen to it without being overdone with multiple clear coats. All the panel gaps are even and precise and all the chrome work and fittings are well finished, again without being overdone or too heavy. Emblems and badges are all present and correct being either 'Growlers' or 'Leapers' in Jaguar speak, even onto the hubcaps. I do notice however, that the wheels, hubcaps and trim rings are all in chrome whereas the wheel rims themselves should be silver painted. The radiator and lower grilles, and the front air vents have all been given a wash of black to make them really stand out.

Having access to photographs of the actual car being modelled is a great help when making comparisons – but it can also create the opportunity to become pedantic when it comes down to points of correctness and accuracy.

Based on this, apart from the wheels being chrome and not painted, the air vents alongside the radiator grille should house a pair of fog lamps, and the original car doesn't in fact have any wing mirrors on the doors like this one does!

Moving into the engine bay, there is a pleasing level of detail showing the now renowned and proven 4.2 Litre. XJ engine and a pleasing range of ancillaries such as plug leads, SU carburettors, and battery, and also the brake master cylinder and radiator fan and shroud assembly. There is also a clutch master cylinder to go with the manual gear shift lever as seen on the centre console inside the car. However - this car, as did the majority of the XJ series, had an Automatic Transmission!! Ooops!! The pedant in me also notices that the radiator fan and shroud are sitting too low.



When looking toward the rear end now, again fixtures and proportions all appear to be correct – the twin fuel fillers are present and the boot area contains the representative vinyl mat, although no tool wrap, which would have contained the jack and associated tools needed. Also present are the lovely chrome S-Bend exhaust extensions – probably one of the distinguishable features of the XJ range in its day. However, these weren't introduced until a few years later, and as such this particular car shouldn't actually have them, rather there should be just straight pipes exiting from below the bumper.



Looking underneath the car now, again everything appears in order with a decent amount of detail shown including the correct independent rear suspension layout and importantly, showing the inboard rear brakes, although there are no coil springs present. These would have been seen as a 'coil-over' set up in conjunction with the rear shock absorbers, but given the constraints of space, I suspect there would be no room in the space provided without the manufacturer spending large sums of money on retooling. The exhaust, engine, transmission and front suspension and steering components are all shown to good effect.

Finally, moving inside we can behold the interior in all its opulence and finery. Most obvious, the wood grained dashboard and its fine array of dials and switches – all carried over from the preceding models this car replaced. This is all very nicely captured with a lovely display of moulded switches, each highlighted with 'painted' chrome surrounds, as are the dials themselves (all correct to original it should be noted). It is also nice to see the woodwork carried on around to the upper door openings and to the door window capping trims. However they do become somewhat lost due to the shade of colour used for the leather and vinyl trim. On the original car the interior is a nice shade of ivory or sand colour – or to be precise 'biscuit' is a correct colour name, but in this instance the colour is a quite distinct shade of a 'terracotta' colour with a matching shade of flocking to form the carpet.

Apart from the previously mentioned manual gearlever, the only other inconsistencies of note to this reviewer are the presence of headrests on the seats, something not seen until 1974 with the introduction of the Series 2, and also the overuse of chrome to the centre console face. This should have been more correctly, painted silver to depict a turned or brushed aluminium finish.

In summarising then - in its own right this is a fantastic model with proportions, lines, finish and execution all to a very high standard. As a representation of Jaguars' XJ6, it is instantly recognisable and the package would sit comfortably with anyone who is familiar with cars of the period. Yes – this is the first occurrence of the XJ6 in this scale, and yes – Paragon being a newcomer to the model scene, have done a brilliant job, but with a little more attention to detail and accuracy, they may very well find themselves vying for a lot more collector shelf space with the likes of the AUTOart, Minichamps and the Biante/Classic Carlectable gang of manufacturers.

Shayne Spicer

LETTER

Hello Ron,

I thought I would send you a few photos of the work in progress and the finished product and the members choice for the night (separate emails – you can chose which ones to use). Shame to see my competition adversary Maurice was unable to attend.

My biggest issue with this kit was actually deciding what colour to paint it. I rummaged in my paints bin and mulled over a few colours for at least 2 weeks. I finally decided on a gunmetal grey, which I hoped to achieve the look of a Californian speed shop sleeper for their errand vehicle. Overall I found the kit fairly simplistic in detail, however it wasn't the easiest kit to put together. In particular the front grille does not fit nicely into the mould of the front guards. I also made an error in the construction process. I usually leave putting the wheels on until last. However on this kit you needed to fit them to the chassis before putting the body over the top. This is because the suspension is lowered, and with the arc of the rear wheel arch it is impossible to fit them after the body and chassis have been brought together. Unfortunately after taking great care to paint the white lettering on the tyres, the rear ones in particular rub on the inside of the guards, thus wearing the paint off.....The bonnet decals were also difficult to apply. They didn't mould to the shape of the kit at all well. Some delicate cutting with the craft was necessary to try and reduce the bubbling and creasing. Roll on the Hot Rod challenge.

A note on the tow truck:

1977 GMC Wrecker



This was a kit I started prior to going overseas in 1999. I finally finished it last year, after finding some Gofer decals at Acorn Models in Christchurch. I wasn't keen to use the original stickers as they didn't match the colour chosen to paint the model. While the model is a Revell snap tite one, I still needed to use a fair amount of glue to get it together. I see the kit has recently been re-released as a non snap tite option.

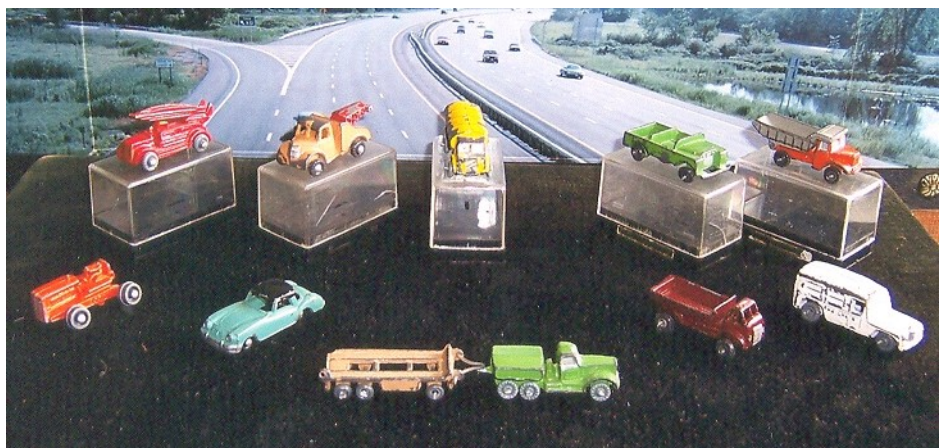
Ben Dillon

Some more of Ben's work in progress... Look out Maurice!



AHA—AHI!

In the 1960s when Matchbox Toys were collected by just about every child and adult in the country, or the world for that matters, various manufacturers (particularly in Japan), tried to copy Matchbox and jump on the sales success that they were having. However, no one could match the quality



bought (at the time) a set of 20 models made by AHI (Japan) which were an attempt to copy Matchbox Toys but were very crude in their day. I put them in a box of various model bits just in case I wanted to do something with them one day.

Each model was in a small clear plastic case with a black plastic base. A gold sticker on the front with black writing to carry the model name.

Recently I was going through the box of bits and thought: 'Hang on, these are now really a part of history on the making of diecast models.' So out they came and have now been put with the collection. I only found 19 of the boxes and 11 of the models. They are mostly cast in one piece with axles and wheels. Those wheels were grey metal types that Matchbox was putting out at the time.

Eric Brockie

Thanks Eric. I recall seeing some of these toys at a local second-hand hobby shop as you described them. Modellers' World had a discussion on them and there is even an entry on the Web where they are also known as Cragstan and Robin Hood Toys. Ed



COMMER QX MODELS

When I saw that the British Transport Classic models were 'on special' at Digbys Miniature Automobiles, I decided to order one of the Commer QX lorries in resin to 1:50 scale. I was not too convinced with the idea of resin or the 'look' of the model in the adverts, but I decided that at the price on offer, it was an acceptable purchase.

The Commer has always been one of my favourites and I thought it might be good to share details of the ones in my collection – both old and new. Real Commers from my childhood that I recall are the swb concrete mixer lorries from Certified Concrete and also the Europa petrol tankers.

Perhaps the first model of the QX was actually a bus or coach in 1:76 scale by Chad Valley in their Roots Group promotional series from 1949 to 1953. It was fitted with a clockwork mechanism with 'Autostop' facility, which means there is a key hole in one side of the casting.



known.

Next was fire engine by Dinky Toys/Supertoys (555/955). This is one of the best contemporary versions even though only the first 5mm or so represents the Commer QX with Carmichael bodywork. It certainly deserved its long production between 1952 and 1970, some 29 years. It gained windows and plastic hubs and some other variations along the way. Scale about 1:48. Hong Kong plastic copies are

Micro Models is the next maker to have a go at the QX. Perhaps it is a little let down by the 'cake mould' cab casting but it did have innovations missing from the likes of Dinky Toys and Corgi Toys of the era with the detailed chassis and dual rear wheels. The casting was well used during its life with the grille and headlight detail fading as it got older. Indeed there may have been two sets of dies for this model as the Australian version has much better headlight and grille details. It was reissued in the Torro Toys era but missed the Micro Models Ltd. production as the cab tooling was sent out for repair and subsequently 'lost' in the upheaval due to factory closure. It was available as a '7-ton' tipper, swb tanker, articulated tanker, articulated truck, low loader and timber lorry. Scale about 1:55.



Next appearance of the QX was with the introduction of Corgi Toys in 1956 where it appeared as a flat truck, sided truck and box van. It is not a bad likeness but it has been built to a small scale of about 1:60. They do have a detailed chassis but not the open frame like Micro Models. The spun

aluminium wheels are unsuitable for a lorry.

There is a wait until the 1990s for the next Commer QX, with the Lledo making a 1:64 version. Quite a good model of a slightly modified cab with the wrap around grille bars. Available with various backs – a sided flat deck, tanker and van. Lledo also made the later cab version as a Karrier with a one piece windscreen etc.

Kingfisher Models has a transkit for various 1:50 chassis/back including Corgi Classics and their own make. My version is 'half done' as the conversion kit does not allow for positive connection to the chassis at the front of the casting. The casting itself has good definition and looks good as far as likeness goes.

Lastly there is the British Transport Classics in 1:50 scale. Factory made in China (resin actually), it is a nicely detailed model.



I don't think the look of the cab has been captured correctly as the windows look too small and high, giving a haughty look to the front. The underside is a bit rough with glue marks visible and the paint has come off where it was fixed to the display case. Good points are the grille and embellishments, headlights and paint finish (except for the base that is, but in normal display, it isn't seen).

Ron



HOWARD'S 'MAN CAVE'!

Like a lot of us for years most of my models have been hidden away in boxes with only a few on display but I have always had plans.

When I was living in Brisbane I was able to obtain a large 3m x 2m display case that had previously been used to display models in a motor museum at Dreamworld where I worked. It cost me the whole sum of \$10 and that included getting it divided in two as it was 50mm too big to fit along the wall of the room it was intended for. Even better was the fact that after going looking I found all the glass shelving and sliding glass doors for these cabinets and that was included in the purchase price.



After shifting back to NZ I was never in a house where I could use these cabinets as I did want them in my lounge and I was never in a house with enough space elsewhere. My friends always used to give me a hard time as they helped shift these old cabinets that were now looking a bit worse for wear from house to house (4 shifts). Last year we shifted back into our own house after 5 years living onsite at the Holiday Park where we were employed and at long last I had the room to put my plans into place. With 5 bedrooms and 2 living areas and only Leanne and myself to fill them I had the room.

Leanne was pleased that I now only wanted 1 shelf of the display cabinet we had in the lounge to just give people that visited a hint of my hobby but it did mean we lost the use of one of the bedrooms. The cabinets were refurbished, glass shelves replaced with white laminate and another cabinet that I had acquired last year faced so that all looked similar. Then it was just a matter of laying out the room so that I could display not only models but my motoring books, memorabilia etc.

I now have 95% of my collection on display along with some of my memorabilia but also a work bench so that I can start and build some of my many kits that have also been stored for some time.

Next step is to get some film on the windows to stop the uv getting in and then to start working on Leanne to convince her that I could make better use of another bedroom than our grand daughters but that discussion might be a bit harder to win.

In the meantime if anyone wants to have a look just come visit after all isn't that what we like doing with our collections (show them off). And even those friends who often suggested taking the cabinets to the tip rather than shifting to put in storage once again now agree they were worth the effort of keeping.

Howard's unfinished kit cupboard >>>

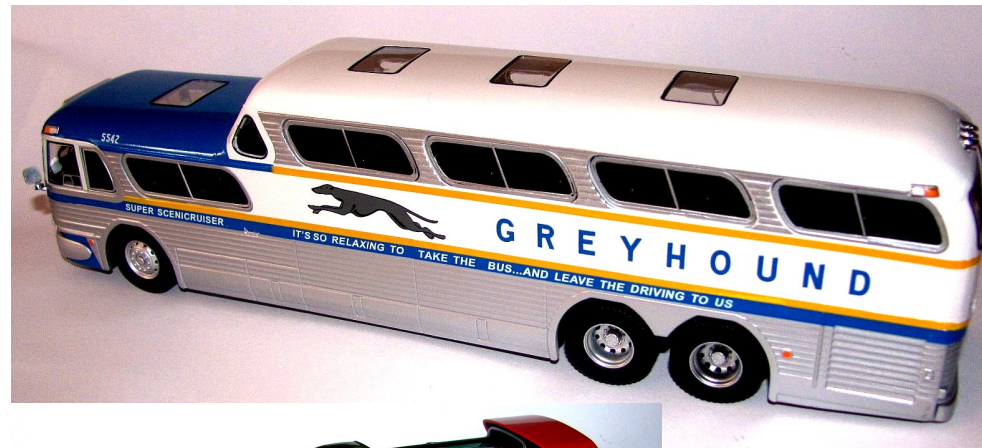
Howard Brockie

MA254 p18



1:43 BUSES OF THE WORLD

I have bemoaned the fact that there were very few ready made 1:43 models of trucks. There are even fewer 1:43 bus models. Now there is a French part-work series of buses of the world. Like all part-works, the models may no be easy to obtain. Fortunately, Digbys Models in the UK seems to be selling them, although life just got a bit harder due to them closing their Web site.



Here are a few from the series (60 promised including a so called N.Z. bus, a Leyland Comet 90, but the illustration shows a very English looking bus!).

The range also includes some fantastic styling exercises like this Paris Tour bus on a Citroen U55 chassis.

From Digbys they are £29.95 plus post, or Dan Toys in Paris. www.dan-toys.net

Ron



MA254 p19

SNIPPETS

The annual 'mid-winter' Great Wellington Toy Fair was held on the 21st June, 2015. I am always amazed at how well attended the fair is (note the emphasis on toys rather than swap-meet). Also amazing is the weather as it was brilliantly fine albeit cool, especially since there was a storm the night before which closed many roads etc. There were sellers from all over the country and even Australia. It was good to see Carville again—third time this year!

Most of the sellers had a good day and I managed to snag a few goodies including a Tekno (Denmark) Scania Vabis lorry mounted digger (an unlikely combination in real life!) and some mint boxed Dinky and some unboxed French Dinky. I saw items from Mebetoys (Italy), Soildo (France) and Tomica (Japan) and there were probably more exotic items that I did not note.

Recently, I won 'Letter of the Month' in an English magazine (goodness knows why?), but the prize was a model selected from their stock they had of review models, so I chose any 1:43 model as long as it wasn't a Brooklin (I get them myself for review in NZCC), but you guessed it, they sent a Brooklin! The interesting part was that it took as long time coming and the parcel had this sticker on it:



More 1:43 buses:



*Yeah,
(left)
<<*

right!



58-Leyland Comet 90
Nouvelle-Zélande

1-Citroën Type 45
France 1934

Wanted wanted Wanted wanted Wanted wanted

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