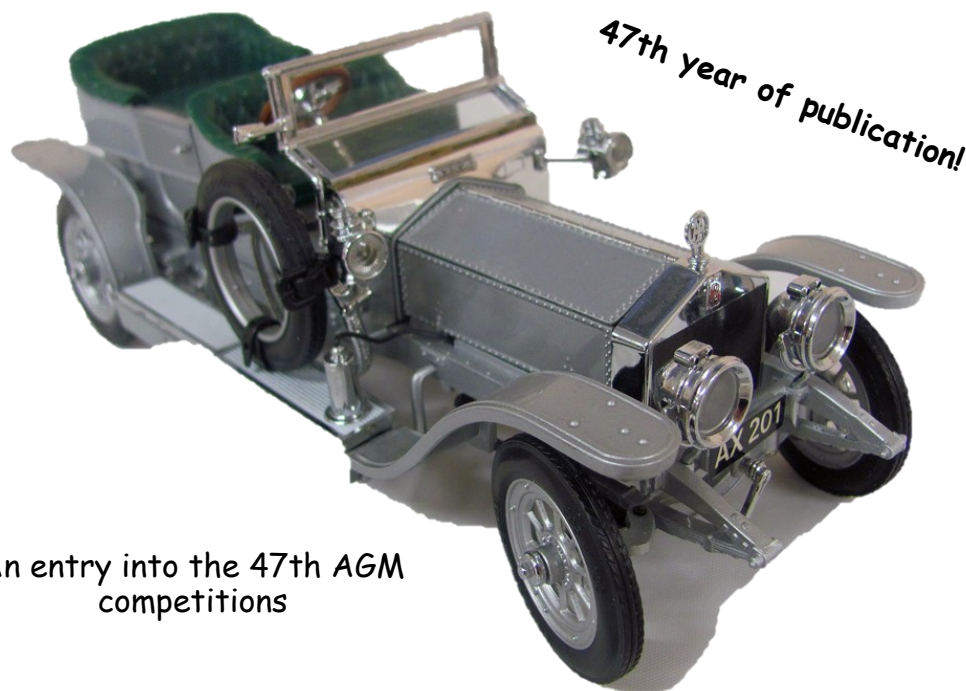


Miniature Auto

ma258

New Zealand



47th year of publication!

An entry into the 47th AGM
competitions



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

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ACCEPTING CONTRIBUTIONS TO MA NOW!!

PRESIDENT'S REPORT 47TH AGM

May has rolled around again. It does not seem like a year since we were meeting at the Gasworks Museum.

I am happy to report a successful year with few matters needing attention. The exception being the on-going support directed towards the Marlborough Branch. With this issue a way forward has been determined.

Let us not lose the fact that modelling is a hobby we all enjoy and is better shared in a common group, rather than fragmented.

I wish on your behalf to thank the Club Executive for their tireless voluntary efforts. Their ongoing energies are greatly appreciated under some times challenging circumstances.

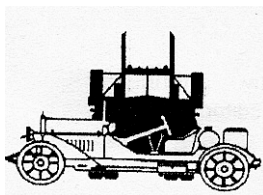
Furthermore, I wish to thank each one of you who have taken the time to contribute directly to Miniature Auto or via other Club members.

I have been re-reading Miniature Auto for the last few issues and once again I am impressed with what a fine magazine this is. I feel I need to reiterate that *our* Miniature Auto is the glue that binds our Club together.

Ron does a sterling job producing an excellent publication even when limited material has been supplied. On that basis, I urge us to all keep the articles coming in so that Ron may have a choice to select from and we the members can find out what other members have been up to and enjoy the sharing side of our hobby.

Finally, to all members, keep up with the hobby and enjoy your building and collecting.

Araham Patterson,
President.



IN THIS ISSUE:

From the President	3
Branch News	4
AGM Competitions	10
Modelling with Maurice	16
In The Beginning	19

Editorial	4
AGM Out and About	7
Carville's Caper	12
Yeeha	18
More AGM Photos	20

EDITORIAL

It was a bit of a surprise for all when I turned up at the AGM in Christchurch! I has a great time and enjoyed it all except for the weather! It was also good to put faces to names.

I must apologise to Ian for 'forgetting' about the articles he had sent me over the past year. All I can blame is the rather haphazard filing system—some items on one pc, others on the one I use for compiling MA and the hard copies. I also wish to thank the contributors to this issue which is 'full up' without too much being generated by me.

One thing that came out of the AGM was how close the income is to expenditure with most of that being the production and distribution of MA. Postage rates are due to go up again on the 1st July, so that is extra pressure. However, it has been decided to offer MA as an e-mail edition for those who want it. It will be in a simple pdf format so it should be compatible on most platforms.

There was a bit of 'side line' discussion about what to do about what will happen with to your collection when you die. It certainly pays to at least leave instructions (even if it is 'take it to the dump!') but, as has happened recently, the distant relatives, landed with the collection, sell off what they can for the 'beer money'. Another view is to have a retirement age where you dispose of the collection in an orderly fashion—leave it to a museum (or whatever). Most were of the opinion that they have the collection to enjoy and that is all they want. What are your thoughts?

All I can add is 'Keep on Modelling'! Enjoy!

Ron

AROUND THE BRANCHES

SOUTHLAND by Fred Hawkes.

Our March meeting was held at the home of Vern and Anne Gill, with a reasonable attendance of members. With the number of Fun Ho! and Matchbox models present it was decided to split the Diecast Small class into two sections, Fun Ho! and Matchbox.

Competition Results ["Fun Ho! or Matchbox" for all classes]: Kitsets

No entries

Diecast Large:

1st	Noeline Shaw	Fun Ho! Front End Loader
2nd	David Peipi	Fun Ho! Light Yellow Grader
3rd	Malcolm Shaw	Fun Ho! Dark Yellow Grader

Diecast Small (Fun Ho! and Matchbox)

1st	Sam Findlay	Fun Ho! Articulated Lorry
2nd	Sam Findlay	Fun Ho! Tractor Scraper
3rd	Malcolm Shaw	Fun Ho! Red Grader

1st	David Peipi	Go Kart (Chinese)
2nd	Fred Hawkes	1933 Cadillac Fire Engine
3rd	Malcolm Shaw	1928 Mercedes

April:

Well the Branch AGM is now "done and dusted" for another year and all the Officers have been returned so nothing has changed. At the monthly meeting which followed the AGM, there was further discussion on fund raising and recruitment, with nothing concrete decided. (This will be ongoing for a while yet!) Also many thanks to Les Costigan of the Fire Museum for being our Judge for the night.

Competition Results ["Fire Engines or Emergency Vehicles" for all classes]:

Kitsets:

1st	Fred Hawkes	Austin Army Ambulance
2nd	Fred Hawkes	Morris Fire Engine
3rd	n/a	

Diecast Large

1st	David Peipi	1938 Ahrens-Fox Fire Engine
2nd	Fred Hawkes	1953 FJ Holden Ambulance
3rd	Sam Findlay	1960 Chevrolet Police Car

Diecast Small:

1st	David Peipi	Horse Drawn Fire Engine
2nd	Sam Findlay	Chevrolet Wrecking Crane
3rd	Sam Findlay	Leyland Fire Engine

May

May already and winter is still to hit us (not too hard I hope!).

Our last meeting was held at the home of Sam and Mrs Findlay in Winton and a good time was had by all. One of the things looked at was a visit to a Military Vehicle Collection near Te Anau. This will beheld on a Saturday and is being looked at by Sam.

Competition Results ["Utes and Trucks" for all classes]:

Kitsets:

1st	Sam Findlay	Chevrolet Pickup
2nd	n/a	
3rd	n/a	

Diecast Large:

1st	David Peipi	Hot Rod Ute
2nd	David Peipi	Ranchero Pickup
3rd	Graham Peterson	Ford V8 Ute

Diecast Small:

1st	David Peipi	1914 Ford Wrecking Crane
2nd	Sam Findlay	1951 Chevrolet Pickup
3rd	Graham Peterson	Articulated Lorry

Happy modelling to all!

Otago by Eric Brockie:

April:

The April Club Night was away from the clubrooms and headed south to view the collection of Fulton's. Fulton has a massive collection of all sorts of items and memorabilia from models to pottery. The collection is held in two purpose-built barns connected via a passageway.

His collection of models mainly features trucks and tractors. There is also a number of earlier cars—most of which are in the larger scale of 1:18 with tractors 1:16 and trucks—1:76, 1:32, 1:25, 1:24 and 1:18 scales.

He has bought many glass display cabinets over the years in a wide variety of shapes and sizes. Much of the collection in the newest barn is on display on open shelving and I am sure that dusting will become a major task in years to come!

Fulton had the shelving custom made to his design which was square tubing bent and welded and has custom wood shelving. Thousands of dollars worth of material plus a contractor to build it.

One corner of the barn holds the bulk of his model collection—all on open shelves and this includes items such as 1:25 scale First Gear articulated low loaders with bucket loaders and log loaders. There would probably be two or three thousand models in all.

May

Our May meeting was held in the Club rooms and again we had a good turn out of members.

Club member Barry Mills spoke on and gave a demonstration of LED lighting which would be suitable for model cabinets. Prices for lighting each cabinet would not be all that expensive. *Prices can be obtained via the Otago Branch—Ed.*



Eric Brockie at the Sefton estate

While we hold various competitions on our Club nights; we often have members bring along models just for display. The May night was no exception as Peter Aitken brought some of his latest creations in diorama form. Two other members had some models for sale also.

Competition for the night was for a model that you have owned for at least five years and had never shown it at a previous Club night.

1st	Graham Patterson	Mercedes-Benz bus (Dinky Collection)
2nd	Alan Labes	Caterpillar 797F Dump Truck (Norscott)
3rd	Kevin Horne	1957 Harley Sportster (Franklin Mint)

47TH AGM OUT AND ABOUT

This year I was able to attend the 47th AGM and had a thoroughly enjoyable time (thanks Carville and John). The events were held over the two days of the weekend 21st and 22nd May 2016. The venue was part of Christ's College campus. It was a little basic but sufficient for our needs.

On the Saturday, a comprehensive programme was drawn up by Carville for a well scheduled day. Once all the participants had been assembled, the convoy set out to the north to Carville's estate at Sefton. Well that was the theory, but someone took a wrong turning and led the rest astray. Eventually everyone got to Sefton where we were all welcome to explore not only the models one display (which were all very impressive), but Carville's neatly stored 'spare parts'. Plus there were other models on sale which Carville managed to sell a couple.



This was followed by a 'boys lunch' pies, savouries, sandwiches, etc. It was most appreciated. Afterwards, it was back to the convoy and head further north to Bains Classic Motor House at 47 Robertson Road Just off the Inland Scenic Highway.

Andrew Bains (a former pupil of Christ's College) is part of the family that owned the famous Fazzaz classic car and model shop in Christchurch. The new place is a bit hard to find (SatNav essential?) as it is off on an unsealed country road. This is the second shift since the earthquakes and is obviously the start of something really good. The present setup is in a converted hay barn with plans to triple the size in the near future.



Write your own caption!.....

Even though our pockets were not bulging enough to buy any of the classic cars available – Rolls Royce, Volvo P1800, Alfa Romeo (sorry that was sold), Morris Minor convertible etc. The Fiat 500L was not for sale being the first car that Andrew bought as a 12 year old! Some refreshment drinks were laid on – fruit juice or wine.

Carville made an address and then we were free to browse the goods including quite a number of models. Much of the talk was about the earthquake and the damage it did to the original building – top floor collapsing on to the second floor, etc. Naturally access was very restricted but they managed to get out all the classic cars and motorbikes with only a short time to get anything else. One of the old display cases was retrieved but much of the stock of models and books went out with the demolition debris.

www.bains.co.

We then left Bains according to Carville's schedule and navigated to a nearby collection of real tractors. Most were by Massey-Harris of many vintages and all in running condition. We spent some time admiring both the tractors and other farming and domestic ephemera.

An example of the magnificently restored Massey-Harris tractors



Then it was back to Christchurch to visit a vast collection of diecast and other toys. No photos here by (reasonable) request but after a ginger start, we were allowed to see the whole (?) collection. It was amazing how much can be fitted into a 3 bedroom house, but if most of the walls and floor space and sometimes ceiling space is used – and of course the double garage.:

Once again, there was a tale of how the earthquakes affected the collection with some models 'disappearing' (probably under display cases, etc). We certainly appreciated being allowed to see this private collection.

Carville's schedule had yet another visit; this time to visit 'The Toy Collector' – Toys from Now and Then at 90 Falsgrave Street, Waltham, Christchurch www.thetoycollector.co.nz. There is a \$10 charge each, which we were happy to pay considering it was 'after hours' by then. There is a good variety on show from true toys through to collectors' pieces. Plans are made to expand to include a slot car track, etc.

The main area was L shaped with cabinets around the walls and free standing. A working OO gauge model railway and a 'D-Day' diorama are seen as you walk in the door.

Everything was well displayed in glass cabinets or 'cubes'. It is pleasing to see that LED (light emitting diode) lighting has been well used and very effective it is too with no shadowed areas (one of the advantages of 'string lights'). I even spotted a very rare Tri-ang New Zealand diecast of an Alfa Romeo racer – and another right beside it! Some items



have been donated to the museum with suitable acknowledgements appended.

From The Toy Collector, it was time to go to the 'traditional' AGM evening meal. This was held at a pub in the CBD. We were scheduled to be there by 7pm which most of us made. In addition to the AGM attendees, several former members and their partners also came. Garry and Jan Payne plus Kees Tabak. It was great to meet them again. There was a bit of a hold up while Eric was navigated to the venue via smart phones etc. (It

is bad enough moving around Christchurch before the earthquakes, but diabolical now especially with movable road closures etc.).

Anyhow, Carville made the most of the delay with his diabolical quiz sheet/s (was it 6 double sided pages?). After a great deal of debate on critical items such as 'is a Minx an animal?' (it isn't of course – nearest is a mink which would have to be plural to get minks). Oh, the winners – your esteemed President Graham Patterson and your truly. Who said 'rigged?'

The meal finally came to the table just before 9pm and seemed to be enjoyed by all. Then it was off to bed after an enjoyable if somewhat cold and wet day.

The AGM itself was held on the Sunday. The venue was open at 9am to set up the competition entries, etc. The meeting itself started a little after the scheduled 10am start and was completed by 1pm. Full minutes will be available to all Members soon. It was great to see everyone and put some faces to names. It was also good to see two young members who travelled through from Dunedin for the day to ensure a quorum.



All in all an enjoyable weekend – thanks to Carville for all the work involved. *Ron*

47TH AGM COMPETITION ENTRIES



Some examples of entries to the AGM competitions.
Sorry no owners names!
Forgot to note them!



223



MA257 p11

CARVILLE'S CAPERS

Shelvoke & Drewry epitomise English eccentricity. Started in Letchworth in 1922, S & D specialised in commercial vehicles, best known for waste collection vehicles which were once the preferred choice of municipal authorities in the UK. They also manufactured fire engines, buses and fork lift trucks.

Their first product was the "Freighter", originally a multi-purpose flatbed truck notable for its tiny wheels and tiller-type steering, but it was soon adapted for refuse collection. S & D soon became an established innovator in the field of refuse collection vehicle design, producing vehicles such as the Fore and Aft Tipper, which used a pivoting body to redistribute the load, and the Revopak of the 1970s which used a huge revolving fork to mutilate and compact refuse. (see pictures for other models).



Ruby Toys have released a 1958 W type in the livery of the local Letchworth authority. It is hard to believe that this is a 1958 vehicle – it looks rather quaint and a lot earlier. The white metal model is heavy in both mass and detail, though it does capture the look of the real vehicle well, and the gold lining around the cab and body is fine and effective.



Other Shelvoke & Drewry models include tipper (above)

Catalogue illustration of a fore and aft Same as the Ruby Toys model, but with a different livery (right)



MA257 p12

Other Shelvoke & Drewry models include:



Husky (Corgi)



Matchbox Kingsize



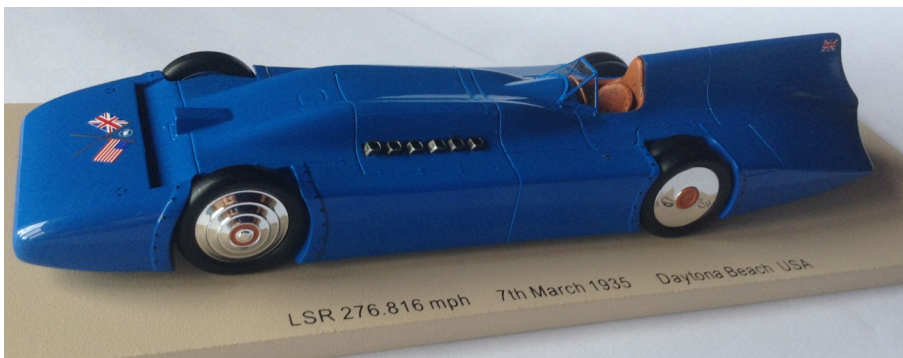
Dinky Supertoy



Oxford Diecast recently released the actual fore and aft tipper on the S & D W type (left)

Another Bizarre land speed record model arrived recently. Last issue it was Segrave's Golden Arrow, while this time it is Sir Malcolm Campbell's Blue Bird. In 1925, Campbell raised the record to 150.766 mph at Pendine Sands but in 1926 lost his title as world's fastest driver. Not to be undone, he constructed a car especially designed for land-speed trials with engineer Leo

Villa. Streamlined and featuring a Napier Lion aero-engine, the innovative motorcar was christened Blue Bird, after the play L'Oiseau bleu by the Belgian dramatist Maurice Maeterlinck. In 1927, he set a new land-speed record of 174.883 mph in Blue Bird and in 1928 beat off British challenger Henry Segrave with a record 206.956 mph. In 1931, Campbell took a new and improved Bluebird to Daytona Beach, Florida, and set his fifth land-speed record: 246.088 mph. After this, Sir Malcolm went on to set three more consecutive land-speed records at Daytona Beach: 253.968 mph in 1932, 272.465 mph in 1933, and 276.710 mph in early 1935. The model represents this 1935 land speed vehicle.



Seeking a surface fast enough to propel him over the 300-mph mark, Campbell took Blue Bird to the searing Bonneville Salt Flats of Utah, where the very level, smooth flats are as solid as concrete by summer's end. On September 3, 1935, he set a new record of 301.129 mph.

The attempt almost ended in disaster when Blue Bird suffered a burst tire near the end of the first run, but Campbell managed to maintain control and then make the requisite second run within the hour. After breaking 300 mph—his stated goal—he retired from land-speed racing. He had held the world record a record nine times.

It is a big model, approx. 19.5 cm long, with smooth paint finish and lovely 'chromed' wheel hubs. Twelve exhausts poke out of the body, and the 'windscreen' is finely detailed and glassed. Just imagine going at 276.82 mph with an open cockpit!

Hornby Hobbies, the parent company of **Corgi**, **Airfix**, **Humbrol** and **Hornby** is said to be in financial trouble. In February this year, their share price dropped by 60% after they announced another shares warning, despite trading well in the final quarter of 2015. It means that they will be less able to borrow money to invest in new tooling. Collectors of Vanguards, and other Corgi ranges, will have noticed the reduced investment in new castings over the last couple of years and with the reduction in the value of the company and its substantial debt to its bank it seems that things will not improve. It is sad that with 2016 being the 60th Anniversary of the Corgi brand it is unlikely that any boost to the rapidly fading Vanguards range will happen. Even if the desire to make some special models existed, the funding seems unlikely to be. The shares did recover a little after Richard Ames, the chief executive, stepped down later in the month. The company chairman Roger Canham has taken over running the company and although the shares have risen a little in response, he faces a major challenge sorting out the logistics problems, supply chain issues, and retaining collectors interest in ranges with few new releases to offer.

In contrast, **Oxford Diecast** seems to go from strength to strength. Their 2016 range boasts some 80 1:76 models, and better for collectors such as myself, 13 new 1:43 models. Of course, some of both scales are new liveries on existing models, but there are also some completely new as well. In the larger scale range we should see new Rolls Royces, Aston Martins and a Vauxhall Firenza.

Trax has released another model in their series of British designed cars that were modified for release into the Australian market. The Austin Freeway was developed by BMC Australia in 1962 and was fitted with a 6 cylinder "Blue Streak" engine. A choice of manual or automatic transmission was offered for the car which was released to challenge Holden and Ford. The In its first year 3090 Freeway units were sold, but sales gradually declined and the model was deleted in 1965.



I love the colours chosen by Trax, so typical of the sixties, and never seen on modern cars. I am not sure if Trax has the shape exactly right as the side windows look a little shallow. The chrome window surrounds are very good while the Austin badge across the top of the front grille,



and the Freeway badge on the rear boot are very sharp.

The latest Trax catalogue shows a wagon version of the Freeway and a Morris Major Elite to be released later in the year.



Carville

MODELLING WITH MAURICE

Attention arm chair modellers: a useful piece of kit I purchased recently is a lap table. It consists of a polystyrene bead filled base to conform to your lap, a cup holder (or a paint pot holder), pen slot (or a hobby knife holder) and a five LED light with a bendy stalk and powered by three AA Penlight batteries. This arrived halfway through my Hot Rod build and I must say 'it's great'! It was priced at around \$25. Needless to say, I'm writing this report on it. By adding a clip-on illuminated magnifying glass completes it.

My usual bobby table/cabinet is a mess, but one has to keep the lap table tidy so it can be stored away when not in use. As my hobby room is not fully insulated, it can be very cold during the winter.

Note to Ben Dillon – no luck with Monogram 1936 Ford Headlight.

On to the actual modelling. My most recent kit build is a 1:24 scale Monogram 1926 Mack Hot Rod. With one already in my collection as a flat deck, I wanted to build a wagon.

From

A donor model, I used the rear half of a 1930 Ford station wagon

The Monogram kit can also be built as a panel van. I also have these as completed models. My idea, however, was to combine them to make a topless high sided body style. With the absence of a roof, I felt that it would complement the door-less cab of the Mack.



During model construction. Sometimes there can be an 'oops'! When setting up.



1926 Mack during assembly.

I assembled the redesigned body first. To assist with the correct fitting and alignment, I took my finished Mack and removed the deck. Over a period of four days and a lot of trimming, cutting and filing, the body was finally taped up.

Now that the tricky segment was 90% complete, I began to paint and assemble the rest of the model. All the suspension components are chrome plated, however I chose to paint some parts blue and silver.

With this particular kit, I wanted to make a few small changes to the overall model so that it did not resemble the Beer Wagon so much. To which end, wider front tyres were added. The motor block was painted silver with the free flow exhaust pipes in satin black. The exterior cab is bright blue – fitting the rear body was last. A pair of rear guards (early Ford) were also painted blue and were glued to the body. With the body held together with selotape (I often do this during building for test fitting); it took much fitting and measuring to get it sitting correctly on the chassis. The floor was positioned on two cross bars which in turn were fixed to the chassis. Then any selotape was removed and the joints glued.

The body sides and tailgate were fitted lower which gives the appearance it is channelled. For those not familiar with the Mack Show Rod – the chassis is low at the front and high at the rear.

When I began assembling the kit, I only had some old polystyrene glue that I bought from King Cycle shop in Christchurch (correct John?). It was a bit stringy, but it worked!

My painting of the blue body panels didn't quite go to plan so I am anticipating the 'patina' approach..



Maurice Boyles.

MA257 p17

YEEHA!

Following on from the brief history of Yeeha Toys in MA 256, page 19, I can confirm Yeeha only made 6 different toys including a VW, tractor, tip truck, Morris Minor, racing car, and the Manaia circa 1994. I have all of them, although at present I can only find 4 to photograph and include with this short article.

The TradeMe auction referred to by Ron in the previous article was probably one of the auctions I won back in August and September of 2006.

All Yeeha toys were sand-cast aluminium toys, made by Barry Hughes of Napier, with aluminium wheels. As mentioned in the previous article, they were sold mainly to Kindergartens and Play Centres and Paul, the seller, told me: "The Manaia would have to be considered very rare as only a few were ever made. They were made after the other 5 models. While very popular with the children, they were not popular with the adults who bought the toys. I was an agent for Yeeha Toys in the Bay of Plenty and noticed the kids always went straight for this toy first. Very versatile in the sand pit, it could be a car or a shovel."

Jan Cousins

Wellington Branch.



Yeeha Morris Minor (left)



Yeeha Tractor (Bottom Left)



Yeeha Truck (below)

MA257 p18



Yeeha Volkswagen (above)

Yeeha "Manaia" (Below)



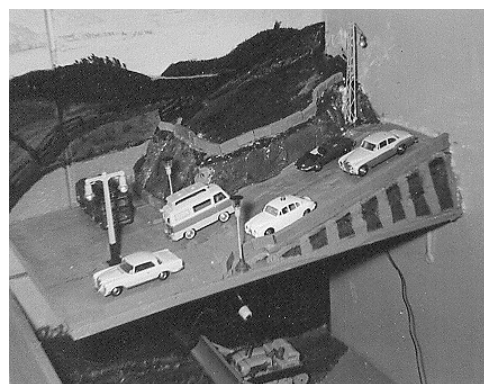
Yeeha Racing Car (Above)

Yeeha "Manaia underside (Below)



IN THE BEGINNING!

I have just come across some very early photos of my collection (all of it!). Yes there are some kits as well—and a diorama! More later... *Ron*



MORE AGM PHOTOS



The quorum (left)

The executive—Eric and Graham (below)

The judges—Ron, Carville and Eric (below left)

At the 'Boys lunch'—no that's not a beard on Howard, just a shadow (bottom)



Wanted wanted Wanted wanted Wanted wanted

Kitset News,
Diecast News.
Any Hobby News whatsoever!