

# Miniature Auto

Issue 259  
NEW ZEALAND

*48th year of publication!*



Otago Special? iXO DB Panhard HBR4 (left), Oxford Vauxhall Firenze (right) - Page 17



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

I have been looking at a few back-issues of Miniature Auto and came across Volume 9: Number 4 of August 1977. Although it feels like it, I have not always been the Editor of Miniature Auto and this particular one was produced by Ian Munro of Christchurch. Ian was obviously a professional and the layout and print quality showed it. More of this anon.

It is intriguing to see the number of 'names' involved with the Club and contributing to the magazine. Sadly, many have since passed on, but it certainly shows how vibrant the Club was back then.

The title 'Miniature Auto seems to come into use in 1973 when Stewart Garmey was editor. I had always thought the Club had 'cribbed' the title from a defunct English magazine but that was titled 'Miniature Autoworld', so we are in the clear as it were.

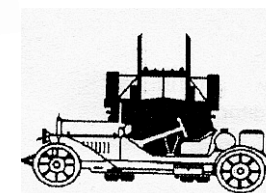
I have also been reading through a number of the Meccano Magazines. What marvelous publications they were, especially prior to 1964. They not only covered their own products; Meccano, Hornby, Dinky and Bayco, etc., but also a great deal of general interest, especially transport (rail and air) plus scientific endeavours. Funnily enough some of the activities described I actually did as a job when I 'grew up'!

The whole gist of the forerunner was the fact that both Ian's Miniature Auto and the Meccano Magazine are to the equivalent of A5 size (as is the current Miniature Auto) and they both used columns (two) which is supposed to be easier to read, so I am experimenting with this format in this issue and look forward to any feedback.

Still on the subject of early Club activities, we used to have a 'Profiles Editor' back then. Members would be invited send in a brief of what they collected or built and these were collated and published to all the Club's members. Life was simpler then and they were not considered a breach of privacy – or a shopping list for burglars!

Thanks to Ian and Carville for their contributions and for a bit of fun, I have reprinted a Caper from July-August 1973. Perhaps his humour was more wicked then? Read on.

*Ron*



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## BRANCH NEWS

### SOUTHLAND

July 2016.

Well what do you know - July already, half the year has disappeared, and Winter is here. Thank heavens we topped up the coal shed recently.

Our last meeting was held at the Fire Museum with everyone enjoying themselves and having a good look around the exhibits. Les Costigan, President of the Southland Fire Museum Society, acted as judge for us. It was interesting to see what the Tinplate theme of our competitions brought out of the woodwork.

Competition Results ["Tinplate, Ships or Farm Machinery" for all classes]:

**Kitsets:** No entries

**Diecast Large:**

1st Fred Hawkes—Sailing ship "Endeavour"

2nd M Shaw—John Deere Tractor

3rd David Peipi - New Holland Tractor

**Diecast Small:**

1st Sam Findlay - Sheet metal Cricketer

2nd David Peipi - Crawler Tractor

3rd Fred Hawkes - Bedford Van

**August 2016.**

We hope you are keeping warm and dry this winter, and your pets are getting their fair share of the heater.

Our last meeting was held at the Plunket Rooms, Invercargill.

Competition Results ["Crawler Tracks:No Wheels" for all classes]:

**Kitsets:**

1st Fred Hawkes - X-Wing Fighter

2nd Sam Findlay - Tank

1st Noeline Shaw - Police Helicopter

2nd Malcolm Shaw - Caterpillar 22 Crawler Tractor

3rd David Peipi - Tinplate Crawler Tractor

**Diecast Small:**

1st Sam Findlay - 974 Digger

2nd David Peipi - Tank

3rd Noeline Shaw - Helicopter

**Fred Hawkes.**

### OTAGO

MODEL EXPO 2016 has come and gone.

The display of models in our feature themes was great. The success of MODEL EXPO is always helped by the co-operation of the members who participate in this event and display their models at MODEL EXPO and this year was no exception.

MODEL EXPO is not a five-minute event to plan and set up but a massive job of planning – then setting up and dismantling afterwards. We were lucky enough to be able to move our stands, barriers and pin boards etc. into the area on the Friday evening which then allowed us two full days to lay out and set up all the models. It is not only local members who support this event but members from other areas give their support. Otago branch member, Evan Blanch from Clyde arranges for us to get models to suit the theme of our exhibition. This year was no exception as 134 models arrived from Clyde.

Allan Labes has an extensive collection of over 130 Caterpillar models and he brought 36 of his models for the construction display. A past-member from Ashburton came to the rescue with 47 models – all adding to the construction theme of the display.

I am sure that Bevan Wilson had plenty to think about as he was off on his big OE three weeks prior to MODEL EXPO but he still managed to arrange for his Model Car

Festival entries and display models (all ten cartons of them!) to be picked up by us so that he could support the event.

Howard Duff brought his 92 construction models in for the display; some for individual showing and others set up as diorama scenes that he had made.

Two outstanding models that were included in the lot from Ashburton were a 1:25 scale model of a low-loader and digger. For the construction of the low-loader; the cab of a kit was used with the entire articulated low-loader being scratch built, even down to the working extensions to make the deck wider. The digger was complete with Fulton Hogan decals.

From Friday evening, when we started to move items into the venue until 8pm on the Sunday when the display was complete and ready to open the next morning, there was a total of 151 man-hours expended on the job. During the opening hours of the show, there was a further 312 man-hours for members on duty and to keep an eye on the exhibits, judging of the entries into the Model Car festival and informing the public of our Club activities. In addition, there was another 83 man-hours packing up and getting the models and display material back to their owners or to storage.

We usually have two or three main themes for each MODEL EXPO and this year was no exception with Construction Vehicles, T.V. and Movie models and pick-ups and utilities. I total 1800 models were on display that made for one of our largest displays.

Marcos Moni also had a special display of Mopar models in all scales and numbering 78 items.

I hope as members read this, they reflect on how much work is involved with before, during and after the show. If you did not

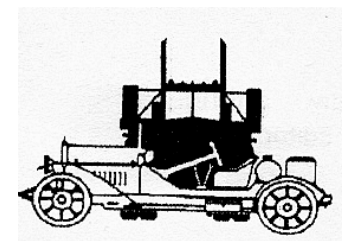
help out or participate this year, then remember that every little bit helps and makes it easier for all members.

Advertising is of prime importance to the success of the event. It isn't cheap and decisions are hard to make. The two most important items are a full page feature in the community newspaper, The Star and signs placed around the city.

We always hope that MODEL EXPO will give the Branch enough funds to get us through the year. This year saw a considerable increase in door takings!

**Eric Brockie**

*Getting the word out there is always a problem. However, don't forget the modern mediums such as Facebook and Twitter along with placing a notice on the Club's web site: [www.nzmvc.in-newzealand.com](http://www.nzmvc.in-newzealand.com) through Ian Cousins. (see the club directory on page 2 Ed.*



*Remember this? Do we need a new logo?*



*Gaiety Toys Morgan 3 wheeler—  
coming soon.*



## BROWNS TRACTORS

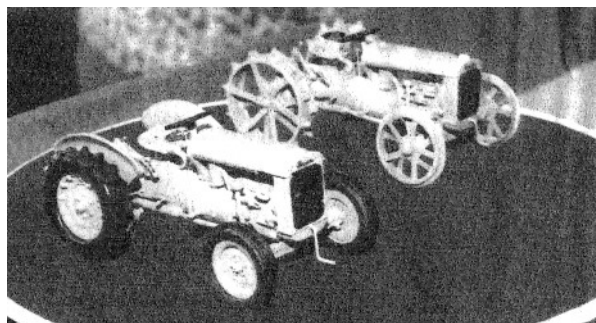
### Browns Model Tractors Found

Browns Models were one of the pioneers of 1:32 scale model tractor kits. Whether they were metal or plastic, I am not sure, although I suspect they might have been metal because they mention the fact that they were cast.

The production started in 1975 with models of a Fordson N, Fordson E27N, Field Marshall, John Deere B and the Ferguson Brown A.

Following the death of one of the partners, Eddie Brown, the company stopped trading in 1985 and the workshop lay untouched for ten years until a house move in 1995. Boxes of model tractor kits, patterns, moulds and much more were stolen from the boot of a car and what remained was put away in the back of a lock-up and forgotten until 2012.

an auction. After going through all the parts, it was found that there were enough



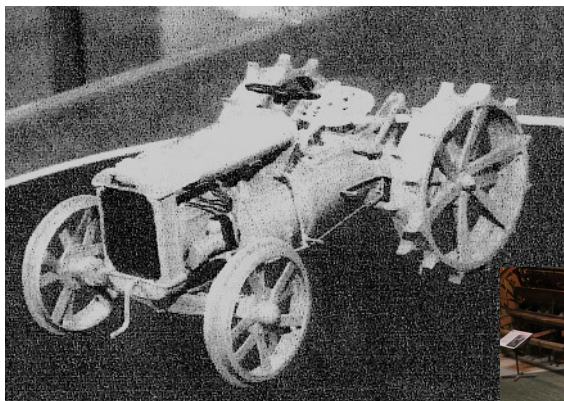
components to make 12 complete models of the Ferguson Brown A tractor.

Does anyone know any other details of these models?

**Eric Brockie.**

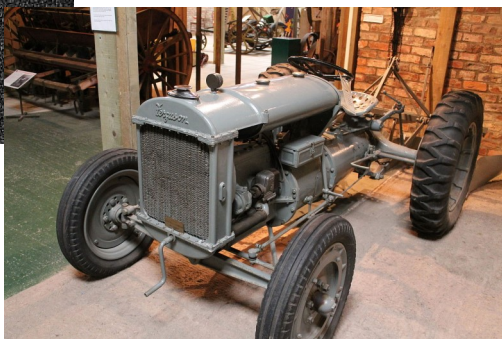
*Extracted from the Otago Branch newsletter, Autominology September 2016.*

*The Ferguson-Brown Model A (Wikipedia)*



Then Julian Brown decided to put together a set of Browns models for his grandchildren. Unfortunately there were not enough parts to make complete models.

The stolen parts subsequently turned up at



## SNIPPETS

**Is there a black market** for Atlas Dinky Leyland Octopus tankers? A friend in England subscribed to the series and when the tanker arrived, the box had been opened and the contents removed. A replacement has been sent.

I have seen a few 'odd' Lots on eBay such as 5 cab:chassis:bases from the tanker but no wheels, tyres, axles, or tank pressing. Another just offers the tank by itself. It isn't as if it is a big outlay at £2:99 for the whole toy. The copy seems very accurate so would be far superior to the replacement part that retails for around £17 last time I looked.



**And what's the deal** with the certificates where sellers are trying to flog them off separately for around £5 each? Weird as it means they are really worthless.

**The latest 'thing' on eBay** is their Global Shipping Service. I don't know what it does

for the sellers but as a buyer it is full of negatives. It is slow. The tracking is pathetic (often it just has 'Various Carriers'). It is expensive.

With one tracking that did work showed the item was sent to Taiwan from the USA, then on to New Zealand. I have just had one example from England that took 2 weeks before it was even processed by the UK base. Also the notifications (when working) come in multiples telling you exciting facts such as a label had been attached. I have had notifications that the item had been delivered a fortnight after it actually was received. Finally, the end point delivery can be by the normal NZ Courier Post service.

**What has happened** to all the toy cars in the shops? The local The Warehouse used to have two sides of their toy section aisles filled with diecast cars from Hot Wheels, Matchbox and Maisto, but now it is down to just half of one side.

**Back to the Atlas Edition Dinky Toys:** It is interesting to speculate how they are produced. Many seem very accurate to the originals—right down to the 'error' such as depicting the yellowed decal backing!



## ROBIN HOOD TOYS

"ROBIN HOOD" is a trading or brand name used by "TOY PRODUCTS Ltd" who had a factory situated in Argent Works, Bott Lane, Walsall\* between the mid 40s and 1955. "TOY PRODUCTS Ltd" were a toy manufacturer but I can find little information on the company other than this listing in the London Gazette, 19th April 1955, when the company was in Receivership.

What I do know is they produced a series of metal cars and trucks, sometimes under the brand name "Robin Hood". Around 1948 some of the models were released with clockwork motors included. Some sources claim "Robin Hood" is a trademark belonging to TP, but this is not so as the only "Robin Hood" trademark issued in the UK for a Toy (class 28 according to the UK Intellectual Property Office) was issued on 28 April 1947 to The Walt Disney Company Limited, 31-32 Soho Square, London, W1V 6AP, United Kingdom. This trademark lapsed on 28 April 1996 and has not since been renewed.

The models issued are not accurate reproductions of vehicles. The cars are claimed to be about in 1:38-1:40th scale and the lorries 1:45-1:50th scale but I believe this to be incorrect. Certainly some of the cars are in the range 1:40 to 1:48 scale but one of the 2 seater roadsters is clearly much bigger. One comment I have seen is that this model was based on a fairground "Dodgem" car (bumper car to the Americans) which is certainly plausible although I personally think it looks like an Austin A40 derivative. One internet source claims that you can recognize some of the vehicles as follows:

a roadster representative of an Allard,  
a hard-top coupe like a Lea Francis,  
a saloon as a 1946 Rolls Royce Thrupp & Maybery,  
another saloon as a Mercury.

Construction of the model cars is basic - a one piece body without a base plate that incorporates the bumpers, front grille and, in the case of the open sports cars, the seats and steering wheel. Plain paintwork is common with, occasionally, silver painted detail. A clockwork motor was introduced for several models at some time after 1948 (these models have a hole for the key on the left side of the body and the motor resided within the body casting). The models I have seen all have unpainted metal wheels without a normal axle - they are fixed to the body via a column cast onto the body at each wheel position and the wheels are press fitted between the column and body. When viewed under a loupe it is quite clear the wheels are cast as one piece with a raised dome on the outer side and a short pin on the inner side. This pin fits into a hole, cast in the column, to secure the wheel.

The lorries are cast in two parts - they have a common chassis and cab casting and interchangeable rear body parts (flat deck, tipper wagon, tanker, furniture van). The wheel assembly is the same as described for the cars. These trucks are generally found with a chassis:cab casting in a single colour and the rear with one or two colours applied. The Petrol Waggon appears in several different colour schemes with the petrol brand name "POOL" written on the tanker.

Some variations can be found on the models within the TP series. These include rubber wheels on the mechanical (clockwork) models and metal wheels on the free-running models. The actual main body castings can also be different, e.g. the Midget Sports Car (the previously mentioned Dodgem:Bumper car) is known to exist with a separately cast spare wheel (which can break off easily) and a "spare cover" cast into the body.

Identification of the unboxed models can be difficult - there are 3 possible casting points of reference:

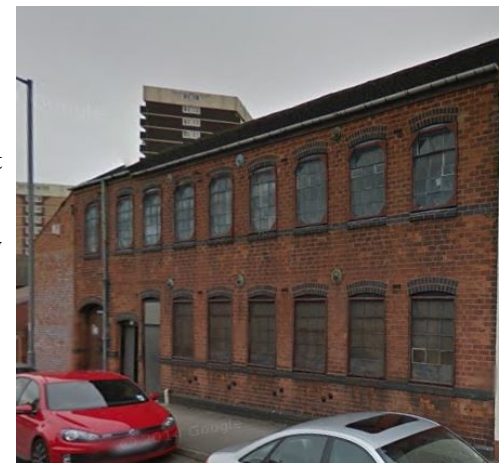
the models have no trademark, no country of origin and no reference number - the only way to identify in this case is from photographs of other known models. Actually, I have yet to find a model with a reference number on the casting.

the origin "Made in England" is cast on the under side of the body and the casting is the same as photographs of known models.

the brand name "ROBIN HOOD" and the country of origin "Made in England" are cast on the under side of the body.

Further identification can be made certain by the model's box (if present) - this is often a beige card box with brown lettering and images but it can also be found with blue or green lettering and images (later versions). On the two large sides of the box is the illustration of the model, its name (e.g. Tipper) and the words "Made to Scale" and "Gaily Coloured". Some models have the name preceded by the words "The Modern", e.g. "The Modern Tipper". On the other two sides of the box is printed "Substantially made, special wheel suspension thus ensuring, true running" on 3 lines (the commas in

the preceding text identify the end of each line), followed by "Made in England" on a fourth line. On the folding end tabs is printed "TP Series" and "N:[model number]". Some boxes for the mechanical models also have the name of the model on the end tabs, e.g. "Saloon".



The factory as it is today.

**Ian Cousins**

### List of Models:

#5 Sports Coupe (Lea Francis Coupe 1946)  
#9 New Sports Car (Allard roadster 1946)  
#10 Razor Edge Saloon (Rolls Royce Saloon - Thrupp & Mabery 1946)  
Saloon Car (Mercury Saloon 1942)  
Midget Sports Car (Dodgem or stylised Austin A40?)  
Streamline coupe  
American car station wagon

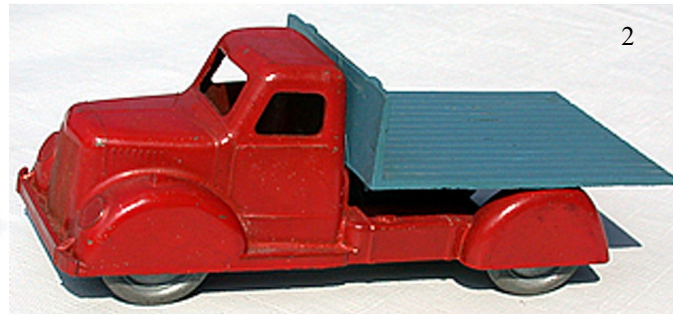
### Lorries:

#3 Petrol Waggon (note the spelling)  
#6 Flat Lorry  
Furniture Van  
Tipper  
Fire Engine

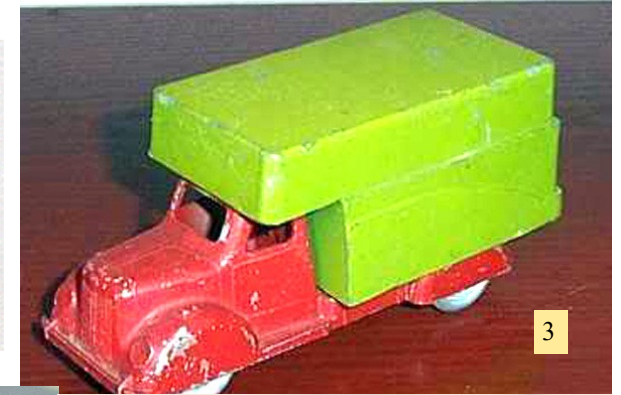




1.



2



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8

#### Robin Hood Toys:

1. Toy Products New Sports Car
2. Robin Hood Flat Truck
3. Robin Hood Furniture Truck
4. Robin Hood Mercury Saloon
5. Robin Hood Midget Sports Car
6. Robin Hood Sports Coupe
7. Toy Products POOL tanker
8. Toy Products tanker and artic van
9. Toy Products Sports Coupe



9



## CARVILLE'S CAPERS

My biennial overseas trip took me to Indo China and China this year. I didn't expect that I would see any models while touring, and I was not disappointed.

However there were several moments involving real vehicles. Vietnam has a population of approximately 91million. It also has a population of 37 million scooters.

A great phalanx would appear at an intersection, where sometimes the traffic lights would be obeyed. They would move on, only to be replaced by just as many a few minutes later.



Blend like a zip took on greater proportions in Vietnam (and Cambodia). It was a little like gently folding in the flour to the sponge mixture as scooters and cars going in five different directions somehow sorted themselves out with a cacophony of horn beeping but without ever colliding.

The respect the Vietnamese had for road rules was summarized on the one tee-shirt I bought.



MA257 p12

Most of the cars and trucks in China were quite up to date. The average age of the fleet would be quite a lot less than that in New Zealand. Volkswagen, Citroen, Peugeot, Audi, Skoda, BMW, Mercedes and Chevrolet were all common, and I suspect that they, and possibly others, had manufacturing plants in China. Local brands, often indistinguishable from the above, were also common.

There seemed to be very few European commercial vehicles –most were locally made, and for some reason generally coloured red! However this type pictures below were common in Yangshou, near Guilin. They were very noisy, being easily heard on the fourth floor of our hotel, and started trundling slowly down the road before 6 in the morning. They came in two versions; the luxury version below – the cab has doors – but the noise



was just the same. One, loaded to the gun-wales with bricks, laboured down the road making more noise than usual and half hidden by clouds of steam coming from the over-taxed engine.

The Chinese are great road and bridge builders. All the big cities had ring roads, with other roads radiating out from the centre making a spider's web pattern. Beijing had six concentric ring roads. Sometimes the ring roads at ground level had another elevated ring road above, and when other roads crossing these were taken into account you were sometime four or five roads high.

One very memorable vehicular experience was travelling on the Mag-Lev train in Shanghai. It only goes 30 km, terminating at the airport, but not actually going fully into the city. The speed it reaches is phenomenal – it reaches 431 kph! but it has been test run at over 500 kph. The 30 km trip takes just 7 minutes and 20 seconds. There were a lot of squashed bugs on the front at the end of the trip!



The Mark II Rolls Royce Silver Cloud of the mid 1960's was the last of the Silver Clouds before the introduction of the all-new Silver Shadow. It had twin headlights, a higher wing line with no side lamps. The convertible pictured is made by BoS – Best of Show – a Chinese produced resin range for the German company, Model Car World. Both appealing and off-putting at the same time is the colour scheme, metallic blue with black

bonnet and boot, and a matching lighter blue upholstery and folded down hood, all set off with white wall tyres. If it were not for the right hand drive it could be the car of a minor American film star; garish would be my best description. Lights, mirrors, sun shades, windscreen wipers are all modeled and the paint finish is excellent. My only reservation would be that the seats are a little plastic looking

Dan Toys have released another British Dinky Supertoy commercial model, this time the (Leyland) car transporter, in the two versions representing numbers 984 and 989. The red "Dinky Auto Service" version was first released in 1958 while the yellow:grey:blue "Dinky Transporters" version was released 1963. I decided to purchase the latter 'rarer' version. It is an impressive piece of metal, an exact copy of the original, and very impressively painted.



Humber had the reputation of producing comfortable well-made cars, perhaps lacking in performance for low-ranking ambassadors and city mayors. Of the two main pillars of the Rootes Group, Hillman was the smaller, everyman's car. In contrast, Humber made limousines. Even Royalty used Humbers, for example, four drophead Super Snipes were used for the Queen's Commonwealth Tour of 1953-54.



MA257 p13





The three Humbers pictured include a 1963 Humber Sceptre series I. It was a close relative of the Hillman Super Minx with a large curvature front windscreen giving good visibility for its era. It was originally intended to be a Sunbeam – it has the grille from the two door Rapier, with twin headlights. The interior was quite luxurious. Overdrive and servo assisted disc brakes were standard with its 1592 cc engine. The chrome around the windows and the side-stripe stand out well against the glossy black finish of this resin model by Neo, and badging on the front door and boot is fine and clear.

Also shown is a 1965 Super Snipe Series IV sedan. Now a seven year old design with thick pillars and unexciting performance. This is also a resin Neo model and it captures the shape very well. The burgundy colour is just right for the car, and the chrome work is fine and accurate. The photo etched quarter lights and nicely to scale.

The last of the three is a 1972 Humber Sceptre III. Essentially a Hillman Hunter

with twin carbs, bigger grille and twin headlights. Shortly after this launch the Rootes Group became Chrysler UK. So this Humber was the last car to bear this name. The red, with black 'vinyl' roof model of this Humber is by Silas Models and is also cast in resin. The company is owned by a Frenchman called Frederic Cros, who has only British cars in his range, which seems to be an absolute contradiction to me. However, his models are first rate. Again, the fineness of the window surrounds, windscreen wipers and badging is superb, as is the paint finish.



**Carville**

## CARVILLE'S ANCIENT (1973) CAPERS

THE FOLLOWING was written by a member of the league of Burmese Trombonists – it is considered unsuitable for people – so read on collectors. The ghastly thing is that I actually have some news and won't have to fill it out with the usual load of rubbish – would you believe?

nonetheless, let me know what you think of the idea. Obviously they will have to be redone next year, so I will reply on you to put right all of my mistakes.

**Carville Stewart**

**Dugu**, the Italian V and V builders, the demise of whom I bemoaned several issues ago, is alive and kicking again. They have been taken over by a firm called Sispla SPA. All models in both series are available from them excepting No.9 Bernardi, the ex Hi-Fi model.

I have just heard of the following new English releases – my apologies if you already know of them, of if they are printed elsewhere in this issue.

From **Lesney** – No.17 bus has been issued in Doncaster Trades Fair livery

**Dinky** – have announced No.422 Land-Rover breakdown truck, which I have already seen in local shops. It looks good apart from the wheels. A Commando Jeep No.612, in 1:32 scale and an army version of the SRN6 Hovercraft No.281, scale 1:150 are the latest editions to the rapidly expanding army of Dinky. An update of the 1955 issue of the No.676 Daimler Armoured Personnel Carrier, and a Muir-Hill loader and trencher are also planned.

**Corgi** – No.154 John Player Special Lotus and No.152 Ferrari 312B are the latest editions to their stable, the former with its authentic black and gold scheme is reputed to be the best Corgi for some time.

With luck and my mismanagement, you should receive your first new Profiles with this issue. I say my mismanagement as an apology – I have taken so long over the production of the profiles that they are already out-of-date, also many new members have not had the chance to be included. But,



Dinky 442 original issue

Corgi 154 John Player Special 1:36 scale?



(The Great Book of Corgi)



## IN THE BEGINNING

In the last issue of MA, I published two photos of my collection from the 'early days'.

I seriously got into collecting Dinky Toys when I started at college and had to put up with the taunts; 'Still playing with toys'!



My first cabinet was cobbled up by my father who used to work at the railways. To which end, the doors were made from obsolete carriage sash window frames.



Of course the limitations of the day where cameras and film were very expensive so black and white fixed focus was all I could manage.

MA257 p16

I was into dioramas at the time, but they were quite simple affairs. Also I liked to repaint my toys when they were worn or I didn't like the original colours. They were just toys anyhow! I did select the items I collected as being realistic (models) and reasonably to scale. That meant Matchbox and the like were ignored, even though they mostly were accurate models.

Several of my friends also had collections and I used to envy some of the recent migrants from Britain with their collections of Dinky Toys that they brought with them. Dinky were prohibited imports at the time.

I also had several 'pen friends' with whom I swapped models with. At the peak, I was offered five French Dinky or Solido for each Micro Models I sent. Great stuff!

Then along came the Model Car Collectors Club of New Zealand (Inc.) and things really took off with a large number of like-minded people to 'chat' with. That of course mutated into our current New Zealand Model Vehicle Club (Inc.).

Ron



## MODEL SCRUTINEER

### From Russia with Love?

What is the connection between Russia and Brazil in the model field? The answer is a part-work magazine on police cars of the world which is sold in Russia. You may recall "get a Brazilian" in MA256 where several Brazilian vehicles were modelled is a part-work issued in Brazil, well this is a follow-up model. It is a Willys Rural of the Radio Patrulha (military police?).

Judging by the photos and videos I found on the Internet, this is a good model and to my favourite scale of 1:43. The model is actually made in China – probably by iXO, but the part-work is by DeAgostini which is part of Atlas Editions. It is built to the usual modern standard with flush fitted glazing, plated fittings and clear glazed headlights. The undercut on the leading edge of the bonnet is nicely achieved. Interior detail is good and the baseplate has only moderate details. The silver painted wheels are shop with realistic rubber tyres. What is remarkable is the difference between the front and rear track – the front being far wider than the back. The bulbous front wings allow for this extra width. I assume this is prototypical but does not show on the photos I found.

I picked this model up from one of the sellers on eBay that seem to specialise in reselling part-work models from around the world.



**Oxford Firenza:** The 'sporty' lines of the original have been captured very well. There are no opening parts, so all the panel and shut lines are neat. Plated parts have been used for the grille, bumpers, windscreen wipers and door mirrors. All other bright-work is represented by tampo printing. The grille centre is painted black with the indicator and tail lights picked out in their relevant colours. Headlights are clear glazed.

The glazing is flush fitting with both doors being 'wound down' allowing the detail of the interior to be admired. The detail on the base is reasonable with the rear muffler picked out in silver. The car is flawlessly painted mid-blue with a black interior (see front page for photo)

Oxford Diecasts has just released two fire appliances in New Zealand liveries in 1:76 scale.

First is a Dennis F8 in Christchurch NZFS livery. The overall look of the model is good with some small detailing evident. Items such as the hose reels are complete with separately coloured hoses. All the many hinges and handles are neatly picked out in silver as is the pump section inserted at the rear. The grille is a separate casting and painted silver with the 'DENNIS' logo plate in the correct position. The headlights are cleared glazed which is a 'plus' at this scale.



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The real Dennis F8 original livery.

The glazing is snug fitted. The interior is moulded in black so is hard to discern but at this scale you can't expect too much detail. There is some detailing on the plastic base and the wheels look authentic, although the front axle is too long, but is an easy fix if needed.



Naturally the Dennis is painted red with a black roof (better than the first mock-up which was in a modern red and white finish!). The locker doors above the rear wheel are signed for 'Christchurch Fire Board', 'C.F.B 18' behind the crew doors and the NZFS logo on the crew doors. The registration plate is DV3445 (preserved at Ferry-mead), although the livery matches an earlier incarnation of the finish.

Obviously there have been some compromises using a standard casting such as the inclusion of bells instead of a siren and the blank silver square tampered where the spotlight is above the offside headlight.

The second NZFS model is a forward control Land-Rover with Carmichael FT6 bodywork. This too is a good little model and represents one from the Temuka Brigade (AH9891). Detailing is comprehensive. The whole top section is moulded in clear plastic then painted so the windows are left clear; thus giving a neat glazing effect. The minus side is that

light can shine through and spoil the solidity of the finish.

However, the price these are being asked for on the New Zealand market needs some investigation as they seem to be at least \$10 more than the equivalent other models in the range. They are NOT special issue for New Zealand, so it seems hard to justify. Shop around or buy from a reputable

UK dealer.



The real Land-Rover Temuka fire appliance.

The Oxford Diecast reviews reprinted with permission of the New Zealand Classic Car magazine.

Ron

## THAT'S NEWS—THAT'S NEWS!

As a bit of a change this issue, here are some new model photos 'extracted' from various Web sites of interesting new models.



Matrix MX41302



Looksmart



GLM  
217001



iXO



ABC  
Brianza



ABC  
Brianza



iXO



iXO





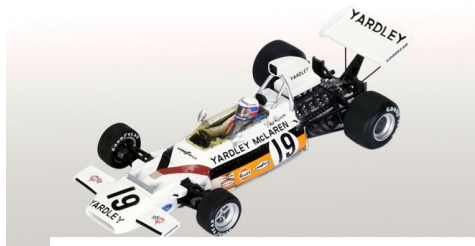
A model that catches the visitor's eye is a Part-Works 1:43 Pakistan Bedford TJ bus (iXO AMM026)



Matrix Bentley

Most of these models can be obtained from [www.dan-toys.net](http://www.dan-toys.net).

Plenty more out there, especially the Ex-Part-works type.



**Wanted wanted Wanted wanted Wanted wanted**

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