

Miniature Auto

Issue 263

New Zealand

48th year of publication!



iXO 1:43 Opel Blitz/Bedford CF van



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

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ACCEPTING CONTRIBUTIONS TO MA NOW!!

Printed by EZYPRINT Solutions, DUNEDIN

EDITORIAL

Apologies for the lateness of this issue. Lack of contributions (thanks to those who did make the effort). This means that the next issue, MA264 may have to wait until after the Christmas break.

The two column idea has been dropped as it made the preparation on Miniature Auto more difficult (with layout and so on).

Eric Brockie has been running a series of 'Why I Collect' in the Otago Branch's newsletter 'AUTOMINOLOGY'. Howard Brockie's story was featured in the October issue and is reprinted in this issue of Miniature Auto. This is because Howard's story is very interesting and will hopefully encourage other Members outside Otago to contribute their own 'history'.

Howard mentioned that he had just started the collecting the part-work series on F1 cars (see back page for an example). They are certainly value for money at about \$20, but the distributors don't have a very good track record with part-works. An instance was the Ferrari one a few years ago. It was stopped by the distributor in NZ at #50, but there was actually 80 in the series. Likewise, Taxis of The World just disappeared from the shops even though it was far from being complete.

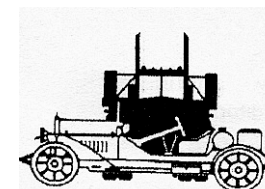
There is a request for suggestions for celebrating the 50th anniversary of the Club on page 5. It seems incredible that it is almost 50 years since the inauguration. Please put your 'thinking caps' on!

There is a bit of skulduggery with the featured model on the cover. I have switched the photo over to make it look like a Bedford CF instead of the Opel Blitz (LHD). Please ignore the number plate and bonnet badge. Models of the Bedford CF are rare and the Dinky one was pretty bad!

Happy modelling,

Ron

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BRANCH NEWS

Otago:

For our September Club night, our competition results are as follows:

Diecast entries:

1 st	Matt Hopkins	Lamborghini Espada by AUTOart
2 nd	Bevan Wilson	Bugatti from AUTOart
3 rd	Graeme O'Brien	Citroen 2CV from Bburago

Kitset entries:

1 st	Kevin Horne	1907 Italia from Gakken (?)
2 nd	Matt Hopkins	Cooper single seater racing car

The Members' choice was won by Matt Hopkins with the Lamborghini Espada by AUTOart. The lucky door prize was won by Howard Duff.

The feature model on display for the evening were Ferraris and nine such models were on the table and spoken about by their owners. By having such a feature each month brings a great variety along most of the time.

Eric Brockie.

Autospectacular 2017

Our display at **Autospectacular 2017** was up to the usual high standard that the Otago Branch puts into these displays. Whenever the Otago Branch puts on a display either for competitions (which may be for just branch members' benefit) or for a single day or longer; we go to the same trouble setting up. We could have just put up a couple of tables and put some models on them, but we go to much more trouble than that.

For **Autospectacular** displays we use our standard units that build up in the following way: We have an 8' x 5' trailer that has three 8' x 4' sheets of customwood placed on top to give us a 12' x 7' display area. This area is surrounded by walls on three sides with the display area terraced at the back. The whole area is covered with material. Across the front stands the Club sign.

Once the models are placed on the display, we have a presentation that is a worthy of presentation to the viewing public. We have only received good comments about the displays and they are a good publicity event for the Otago Branch.

Our theme for the **Autospectacular** display this year featured models of **Ferrari, Chevrolet Camaro and Hot Japanese Cars. Autospectacular.** By the time the featured models were placed on display, there was still some space to fill, so Members headed home to obtain a few extra models to make the display more presentable.

Models for the display were supplied by Members: **Graham Patterson, Bevan Wilson, Marcos Moni, Graeme O'Brien, Graham Pritchard and Kevin Horne.** Grateful thanks goes to those members.

Members were in attendance during the day to answer enquiries and to keep their eyes on the display. Overall, a great display, that all contributing Members should be proud of.

Eric Brockie

CLUB'S 50TH ANNIVERSARY 2019

Whilst many members know of the history of our Club, others may not.

Our Club was formed in January 1969 as:

Model Car Collectors Club New Zealand (Inc.)

And later the name was changed to:

New Zealand Model Vehicle Club (Inc.)

At the last Annual General Meeting held in Dunedin in May 2017, the Otago Branch was appointed the Host Branch to organize the 50th Annual General Meeting and any other celebrations or displays to be associated with the meeting.

Our Otago Branch Executive have several ideas we are discussing, but we would welcome input from other Members of the Club.

We have also had some discussions on what functions we could organize but have not yet finalised any part of the celebrations, so we also invite Members to give some thought to the events.

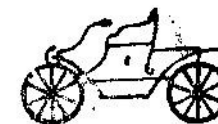
If you would like to make any suggestions for the Otago Branch to consider, then please get in touch

Items for consideration are:

- Size of any display
- Duration of display
- Social functions to celebrate the 50th Jubilee.
- The guest list (former Members, etc.)

If you have any ideas about the foregoing or any other ideas then please write to:

Eric Brockie
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MODEL CAR COLLECTORS
CLUB OF
NEW ZEALAND

CARVILLE'S CAPERS

For over three decades the heavy end of the road haulage industry in Great Britain was dominated by the rigid eight wheeled lorry. The first commercially viable, volume produced model was the AEC Mammoth Major introduced in 1934. Legislative changes in the early thirties, when 22 tons was allowed on vehicles with 'more than three axles' ushered in this style, and it was legislation – the 1963 Transport Bill – which gave articulated vehicles the advantage and almost caused the demise of the rigid eight. Some will remember the Dinky Supertoys of their childhood, and those tremendous DG & FG Fodens and Leyland Octopus wagons. Spot-On made an ERF and an AEC, and very much more recently Corgi Classics added classic eight wheelers from ERF, Albion, Atkinson, AEC, Leyland and Guy.

One unique 8 wheeled lorry not to be modelled was the Scammell Rigid Eight that was produced from 1937 to 1958. A white metal kit by Alan Smith Automodels (now known as ASAM), has been available for some time, and now a white metal fully made Scammell Rigid Eight has been released by Ruby Toys. It is in the same scale and style as the Dinky Supertoys, so there are no frills and fine details.. The actual vehicle design seems quite dated; there is no front bumper, which makes the front end seem a bit bulbous. This is accentuated by a fairly raked windscreen. The Ruby version is not liveried – a pity, as there are some very impressive prototypes that could have been copied. Instead, the cab and chassis are green, the tray dark red, and typical of Ruby, the finish is faultless. The wheels are singles all round. While Scammell did use this configuration, the rear four were often of the balloon type. More often, the two rear axles were shod with dual wheels. This Ruby definitely fills a gap that all anglophile commercial collectors will appreciate.



Happy modelling,

Carville

KITS—SORT OF!

I have dabbled with kit building in the past (distant past actually) and still doing them as the occasion arises.

The first is hardly considered a kit to build as it is pre painted and decorated. It is an assembly job really. So what can I tell you about the Bburago Ferrari 599 GTB Fiorano in 1:43 scale. First attraction was that it is in 1:43 scale (and marked at half-price @ \$5 and secondly, the kits have better wheels than the one-piece plastic 'shirt button' of the normal Bburago 1:43.

You would expect things to be straightforward, but I ran into problems such as fitting the tyres on to the hubs. They had to be fitted on the hubs which was difficult as they had to be stretched to fit. After much struggle with the first one, I found that a little lubrication (spit!) made the job easier. The other problem was that the headlight and taillight lenses were a very tight fit and took quite a lot of persuasion to get them flush fitting. Bburago (or more correctly, Maisto), have made a good job of the toy (model).

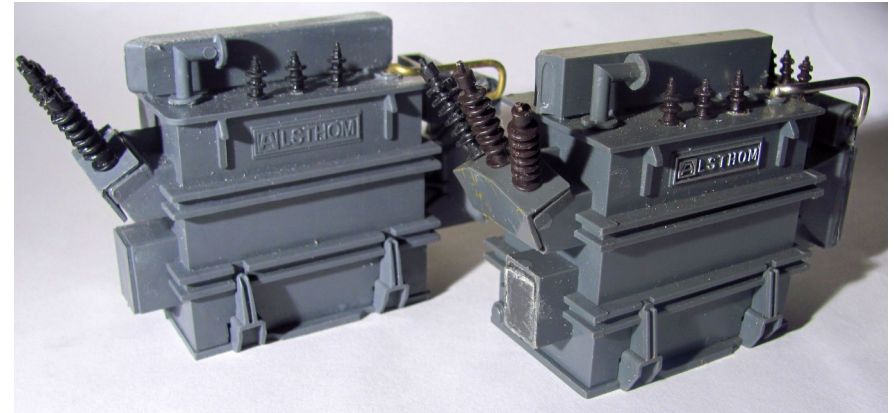


All 23 parts of the Ferrari kit!

The second 'kit' is sold as a replacement part for the Dinky Toy Alstrom electrical transformer (#833). It was used as a load for French Dinky #898 Tracteur Berliet T6 articu-

lated transporter and later, #908 Thornycroft Mighty Antar transporter. Both were civilian adaptations of military tank transporters.

The original transformer was a kit, so a copy was relatively easy to produce. The replacement is moulded in some sort of resin, which is the main problem with the kit. It is very difficult to work with as I could not find an adhesive to stick the parts together. In the end, I had to use two-part epoxy. Smoothing the joints, etc., also was a problem as the resin was very tough and would not rub down to a smooth surface.



The copy (left) compared with the original (right)

The loads as fitted to the Dinky Toys.



Another problem was the cooling pipes which are separate metal parts on the original and the makers have tried to replicate them in resin, but they don't fit well at all. I have had to make new ones from brass although tinned copper would have been better.

The colour match is reasonable, but I will paint the assembly. The 'Alstrom' logo needs to be picked out in silver.

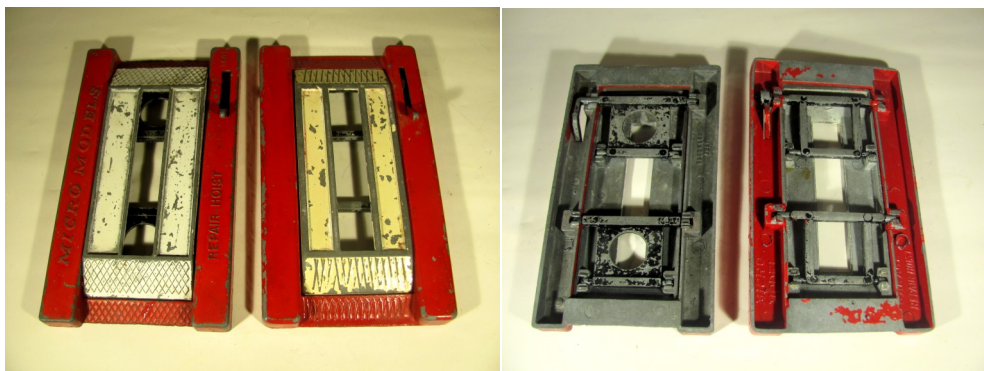
The transformer is a believable product, unlike some of the weird loads that Corgi Classics produced in the past in the name of 'electrical transformers'.

Ron

MORE MYSTERIES OF MICRO

Carville's extensive (and expensive?) research into the road toys made in New Zealand has made me look into the history of Micro Models again. To this end, I have re-read David Daw's 'Micro Models a Collectors' Guide'.

One of the comments David made was concerning the Garage Repair Hoist – an oft neglected item in the range. The surprise is why Australia (Goodwood) and New Zealand (Lincoln Industries) had their own versions of the Garage Repair Hoist. I am not trying to preempt Carville's findings, but it appears both companies already had a hoist in their catalogues before the introduction of Micro Models, which explains the design differences. Indeed, Lincoln promoted their hoist as a 'set' with their pre- Micro Models Studebaker.



Goodwood (left) Lincoln (right) 'Garage Repair Hoist'. Note the lettering on the top of the Goodwood version which also has 'Goodwood Aust' cast under the base

Goodwood (left) Lincoln (right). Note the goodwood one has round holes in the jack frame, the Lincoln is an open square. The lettering under the Lincoln one is for Micro Model (singular)

I also have a Garage Repair Hoist the same as the Lincoln one but with no lettering on the base. May be this is the original pre Micro Model one?

Recently one of the Lincoln Studebakers tuned up on Trade Me, wrongly described as a 'Lincol' toy. The error produced by a late strengthening of the die which eliminated the final 'n' of the name.



The Studebaker is no doubt crude with a simple die (top and bottom), but it was to a scale about 1:43 and showed some innovation such as the recessed door lines. As the die is essentially a negative of the casting, it means that the toolmaker had to leave a raised area for the doors lines rather than the easier to do groove.



Although this is not a direct relationship to the original Micro Models; Len Smither sent me a copy of a photo of a Commer articulated tanker in Europa livery. Unfortunately the photo is in black and white but I do recall the Europa's colours were similar to Shell of the era.

The Micro Models Commer articulated tanker was available in Shell colours both in New Zealand and Australia. I had always felt that the tank was a bit puny (the top is below the level of the cab roof) and Len's photo shows a much beefier set up with the Commer QX cab and tandem axle trailer. Inspiration struck and I dug out a Micro Commer tractor unit and the 'is it or isn't it' Brentware tanker trailer. With a bit of work, it seems feasible. The Europa decals I already have from Railmaster in Auckland (designed for S gauge NZR modelling).



CADBURY SOUVENIRS

In regard to the Cadbury models, I have an extensive range of Cadbury models and memorabilia in my collection. These were a feature of Model Expo 2015 where the Dunedin Manager of Cadburys attended along with the Australian Manager of the company. They stayed at the Model Expo for over an hour. They could not believe the range of models on display; let alone the advertising memorabilia showing products that neither of them even knew of that Cadburys produced here in Dunedin. (Remember Chocolate Éclair Pops?).

With reference to the models they produced: these were originally sold through **Friends of Cadburys** and I seem to remember the Lledo models were the first to be released. I am unable to put my hands on them right now but I recall the first model, I think in November 1990*, was a 1930 Model AA Ford Delivery Van. The second release was a set of three individually boxed models including a 1930 Model AA Ford Delivery Van (different logo from the first), 1920 Model T Ford Milk Tanker and a 1928 Model AA Ford Delivery Truck. I note the photo you had in MA262 of this last model, but did you realise the so called milk churns are actually LPG bottles? (I spoke to the importer of these models at a trade fair and he did not realise the model did not have milk cans on the back!) *A bit of cheating by Lledo I guess – Ed.*

The third release in 1994 was a 1900s Model T Car and the fourth release 28th August 2001 was a Tiger Moth Aircraft (also a Lledo model – Cadburys had their own aeroplane.) The fifth release (date unknown) was a Bullnose Morris Van. As far as I am aware that is the full range released by **Friends of Cadburys** store (which is just a release store for Cadburys).

I am sure all the above models were released for the New Zealand market. I have the small advertising posters for the releases for all of the above models except for the Tiger Moth and I think I may have a large poster for this model. I also have two cardboard shop display bins from Cadburys – one for a van and the other the Crunchie Train which was also released as a model through the **Friends of Cadburys**.

Also released through supermarkets was a small cheaper model, boxed and attached to a Christmas stocking with chocolate Crunchie bars, etc. There were two different models – a van and a milk tanker. (They were discounted as they did not sell well and I bought the lot and sold the chocolate bars and then the models at around \$7 each. There were also three models by Hornby Hobbies. I think they were free when you purchased a chocolate block. There was also a large scale version of the Ford T van (1:25?) built as a money box.

I will look into the Cadbury models and do a full report; hopefully with photographs for **MA**.
Eric Brockie

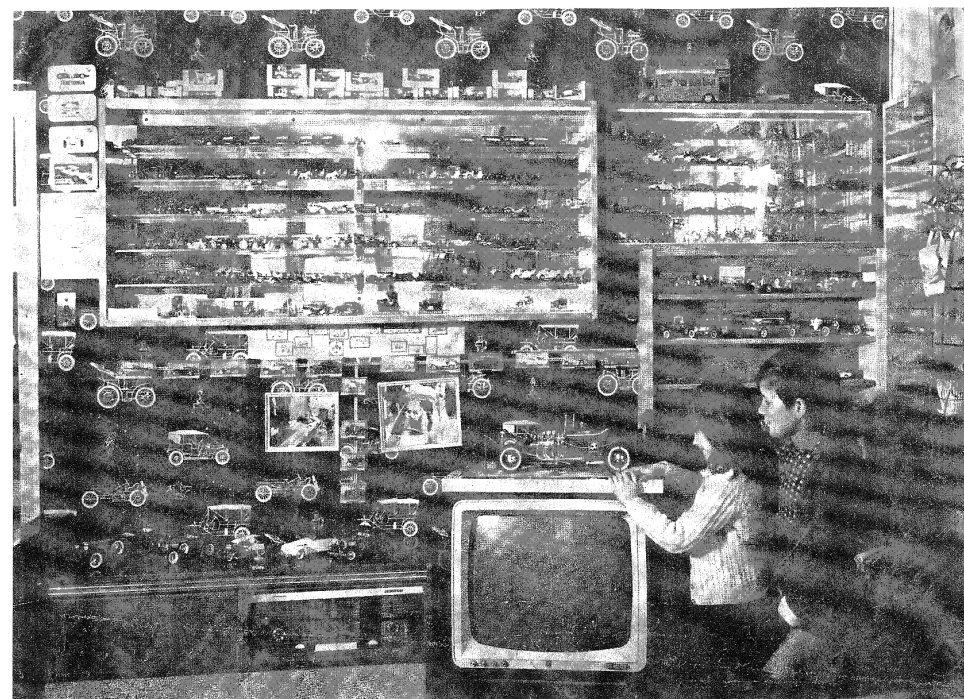
The report will be most welcome, Eric. One thing that would be great is photographs of the real vehicles mocked up to look like the models. A unique reverse of the normal practice.

** Eric had the first date as 1997, but I assume it should be earlier than the 2nd in 1991.*

HOWARD'S 'WHY I COLLECT'

With a father like mine, there was never any chance that I was not going to have an interest in model cars. My earliest memories are of living in a house that had shelves of models everywhere you looked. As dad's collection grew, so did the number of shelves and vacant wall space became fewer and less.

In those days, my models were all Matchbox Toys and although I saw them as only toys to play with, they were stored in their own individual garage. I am not sure how many models this unit stored, but I imagine it would have been well over 100. I am sure dad must have spent many hours using his joinery skills to construct this 100 car garage. The 1 – 75 series were raced or played with on occasions, but the Yesteryear and King Size ranges were kept on the shelves above just to admire. (+The above garage Howard talks about I still have in storage as are many of his early toys. One of the bad faults in the construction of the four level 100 car garage was that, to add realism, I glued strips of emery paper on the road in the front. This looked good and although Howard looked after his toys, the emery paper played havoc with the paintwork of those early toys in his collection. – Eric.)



Denise and Howard admiring some of dad's collection.

(Please excuse the poor quality photo from a copy of a copy!)

I think I must have been 12 or 13 when my interest started to broaden and mum and dad suggested; with some wise advice that I am sure that many of us wish we had followed at the time. It was that I should choose a theme for my collection as I would never be able to collect every model that I desired.

After a lot of thought over many weeks and suggestions to mum and dad that I decided to collect models of Rolls Royces because they were classed as the best car in the world. Mum and dad bought the first couple of the more expensive models of Rolls Royces for me, so this started a number of years collecting anything and everything to do with Rolls Royce. This ranged from models out of cereal packets to the top-of-the-range models through to a Pocher kit. The cost of this, in those days, was \$200 which was a lot of money in the 1970s. (Using the Reserve Bank inflation calculator, that would be \$1,200 today. However, wages have gone up faster than the general index that means your \$200 in 1978 say would be the equivalent of \$1,500 today.). Luckily, the kind retailer (Terrys Bookshop in George Street) let me pay it off over as long a period as I needed. I still have that kit set, and yes, it is still waiting to be built! At one stage I had over 200 different models of Rolls Royces in my collection.

By now my collection was growing but space was limited, so my models were like so many us, were stored in boxes and only displayed or brought out from time to time. In 1987, I left for Australia and ended up in Brisbane. Eventually I bought a house and then had everything shipped over apart from the few built up kit sets I had, which were taken over as hand luggage, so I had some control as to the handling.

During this period I was working at the Dreamworld Theme Park and at one stage there was a chance to buy a large display case cabinet 3.6 metres long by 2.2 metres high. At \$10, it was a bargain and even more so when, later I found that all the glass shelves and sliding doors that belonged to the cabinet and the management said we had already agreed of the price, so that made me very happy indeed.

For the first time in years I could have the majority of my collection on display. However we decided to shift back to New Zealand in 1999; brought that to an end so once again could only have a few models displayed. In 2013, we shifted back into our own home and with all our children having then left home; once again had the chance to put my collection on display, so one bedroom was turned into 'Howard's Man Cave'. Thus for the first time in years I had most of my collection on display along with my motoring books and some of my motoring memorabilia. Many a time I would just go and sit down there and think of how lucky I am

Over time my interests changed and after a period of consolidating my collection and the fact that they were now starting to produce models of Australian race cars; my collecting themes changed once again.

Originally I wanted a Holden and Falcon from each year of the V8 Championship, but there were so many other Australian Race Cars that I also wanted, that this has now changed.



Part of Howard's **MAN CAVE!**

I now look at it now being a collection of 1:18 scale models of significant Australian and New Zealand race cars or those that have significant connection to New Zealand. For example the Can Am McLarens driven by Bruce McLaren and Denny Hulme and the Ford GT40 that won the 1966 Le Mans driven by Bruce McLaren and Chris Amon.

The part-work series of 1:43 World Rally Cars that were available a few years ago, led to a theme of a model of any car that had a podium finish in a round in the World Rally Championship. Lately I have started the collection of F1 cars that are available in the part work series of 1:43 racers.

I still have the Matchbox Toys that I had as toys and although I no longer add to that side of the collection. I have kept and completed the collections as follows.

Matchbox 1-75 Series
Matchbox Major Packs
Matchbox Yesteryears
Rolls Royces
Kit Sets

Complete set for 1965
Complete set for 1965 and 1966
Complete set from their introduction until 1984
I have kept about 30 models of my former collection
100 kits mainly of race cars and most still needing to be built, but they will be a great retirement project.

My collection now totals approximately 870 models, but alas since shifting to Franz Joseph last year, and a small 3 bedroom house means that once again my models are all packed away with only four on display in our lounge.

I keep thinking on how I can display them safely and securely as part of the Holiday Park, but that is a work in progress.

Howard Brockie

RAILMASTER EXPORTS

Railmaster Exports are a long established company in New Zealand run by John Agnew. As the name suggests, they supply equipment and models to railway modellers both here and the U.S.A. Also they deal in second hand model railway items, etc.

Most of their output is directed at S Gauge items (1:64) used widely here for NZR modelling and in the U.S.A as an intermediate between O Gauge (1:48) and HO Gauge (1:87). The compromise for NZR is that it can run on British OO Gauge track (and HO for that matter).

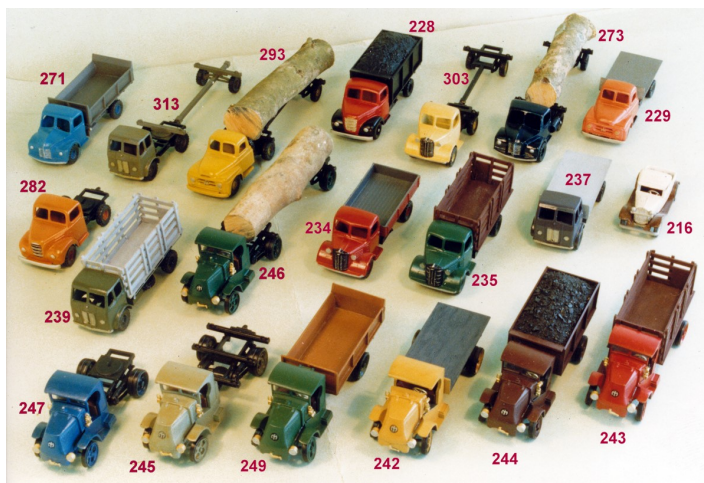
I came across a publicity photo for Railmasters 1:64 kits for use with the trains. Many automotive subjects are covered along with figures and animals. Most vehicles seem to be



from the steam era. Of most interest are the commercials which have obviously been adapted from Dinky Toys and Micro Models and some original creations.

www.railmaster.co.nz

Ron



SNIPPETS

A small correction to the Micro Models ambulance article in MA262: The spigots on the on the body to attach the base on the first version should have read; two fixings at the front and **ONE** (not two) at the rear.

Apparently Micro Models Limited (K.F.Meates) Christchurch did have the tooling for the International Ambulance but were missing the slider that gives the cut-out grille, although apparently the first style slider was available.



In the heyday of Matchbox Toy collecting, a system was introduced to describe the authenticity of an items.

Code 1 = Fully factory finished catalogued item

Code 2 = Factory finished but decorated by a third party with official permission

Code 3 = Unauthorised third party repaint or redecoration

The Code system seems to have been adopted by most areas of diecast collecting. Code 3 therefore can mean anything from a repaint to original specifications or completely new schemes or even chops. Some sellers on eBay for instance have created new boxes to suit their new creation.

Recently, I have noticed Code 4 coming into use and I am not sure what this means—maybe for 'chops' as they go beyond the normal repaints.

Ron

Wanted wanted Wanted wanted Wanted wanted

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

NAKED MODELS

Now I have your attention, I assure you that there is nothing R18 rated here. Although many collectors frown upon repainted and restored models (toys), it is quite satisfying to rejuvenate a dilapidated item...

A friend wanted some old Dinky Toys and a Micro Model restored (for some reason I have gained a reputation of doing a good job of such activities). Anyhow, with the Micro Model Commer swb tanker (Shell) {GB22/4315}; the paintwork was quite chipped (as is normal with play-worn New Zealand Micro Models as they were not baked enamel like their Australian cousins) and I was able to scrape off the residue quite easily (instead of using chemical stripping),

When the cab was bare, I was amazed at how detailed it was (for the era), especially the grille, even though the tooling was quite simple. There is even a radiator cap, so redolent of the era. The tool make only gets 5/10 for the badge above the radiator grille as it is simply a slit. Other niceties are the steps at the ends of the bumper and recessed shut lines. On the New Zealand Commers, the headlights are only hinted at (were there two sets of cab dies – Australian and New Zealand?).

The point of this exercise is to alert you that there is much fine detail hidden under the paint in same cases. Even today's diecasts are guilty of heavy paint jobs swamping the detail the toolmaker (or C.N.C machine) has designed in.

Going back to the Micro Commer; when I repaint it, I will mask off the grille, so that there isn't too much paint over it when the final silvering is done.



Ron

This is a pictorial of some of the toy/models I have that publicized New Zealand companies—or close relatives from across the Tasman.

Firstly, here are three vans based on Matchbox Toys:

Some more made by Lledo (below):
The Ford A van had an Australian version



with a Koala as part of the logo, otherwise it is the same colours etc. (see page 20)

Mitre 10 also have had many promos prior to becoming 'Mega' like this 1:50 Hong Kong made truck and trailer unit.



And one from Fastway Couriers by Matchbox, although it only has an Aussie address.



MORE MODELS



1



2



3



4



5

Photos:

1. Spotted on a Chinese eBay seller's site, a resin 'All Blacks' van at £56!
2. iXO Museum Series Buick Special—first 'new' model I have bought for a while.
3. The Australian version of the Mitre 10 Lledo Ford A van on page 19
4. The part-work F1 racing car
5. Reminder of Eric's Cadbury models on page 12