

# Miniature Auto

ma265

**New Zealand**

49th year of publication!



**Iconic Replicas** 1:50 scale 1931 Greyhound Lines Parlor Coach

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

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*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!!**

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## EDITORIAL

There is more discussion on the future of the Club in this issue, and any further contribution is welcome.

Apologies to Maurice Boyles for missing his contribution in the last issue. It is now printed on page 6.

Ian Cousins has joined the ranks of retirees with the closure of his Barber shop (and model shop!). We wish him and Lynne well. Problem is that the Wellington area is now bereft of model shops., except for Modelcraft & Hobbies that is now a shadow of its former self. Next one would be Jack's Tracks on Plimmerton Station. Not Just Toys of Lower Hutt also sadly closed recently.

It is not only the problem of buying models which is always better if you can see and handle them before purchase, but also all the paraphernalia such as modelling tools and paints. I recently had to buy some Tamiya enamel on-line as I could not find a supply anywhere (Toyworld do stock it but usually the colour you want is out of stock. Acrylic paints seem to be easier to find, but I am not convinced of their suitability.

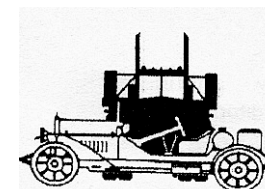
Our Carville is off on another overseas adventure, but just before he left, he ran a very successful Toy Fair with great assistance from John Henderson.

There is also a small feature on Siku NZ promotional models featuring Mitre 10 Mega and Paper Plus logos. See page 18.

Happy modelling, all.

*Ron*

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## BRANCH NEWS

### OTAGO by Eric Brockie.

Despite the April Club night falling on ANZAC day, we had a good turnout. While we did not have a lot of military models (theme for the night) entered into the competitions, we did have a variety and also a number of kit entries.

#### Competition results:

Diecast	1st	Marcos Moni	Oxford Diamond T transporter with gun
	2nd	Graham Patterson	Cararama Military JEEP
	3rd	Bevan Wilson	Maisto Military Motorcycle
Kitset	1st	Kevin Horne	Cannon scratch built by Kevin's uncle
	2nd	Matthew Hopkins	Airfix Military Helicopter
	3rd	Matthew Hopkins	Dodge Power Wagon Ambulance 1:32

Members' choice for the night was the model of the cannon. Lucky door prize was won by Paul Drummond.

On display with a 'white' theme were; 1948 Tucker Torpedo, Maisto Jaguar 3.8, Matchbox 1955 Ford F100, 1959 Chevrolet Impala. Solido 1940 Dodge pick-up, Box 1969 Ford Ranchero, '41 Willys, '32 3 Window Coupe, Ford Superbird, Alfa 156, Triumph TR4, HR Holden, XK120 Jaguar and a 1:18 Cadillac Ambulance by Greenlight. Unusual models included an Agajanian Special by Franklin Mint and a 1:16 Indy Race Car.

### SOUTHLAND by Fred Hawkes;

Our Branch AGM and your officers for the ensuing year are as follows:

Delegate: Graham Peterson  
 Chairman: Graham Peterson  
 Vice Chairman: Sam Findlay  
 Secretary: Fred Hawkes  
 Treasurer: Fred Hawkes  
 Newsletter Editor: Fred Hawkes

You will notice the addition of a Vice-chairman. This is for when Graham is unable to attend due to shift work and the Vice-chairman can take the chair and relieve some pressure off Fred (Fred is delighted!).

#### Competition Results :

<b>Kitsets:</b>	1st	Fred Hawkes	C47 Dakota
	2nd	Sam Findlay	Jaguar
	3rd	No award	
<b>Diecast Large:</b>	1st	David (Peipi?)	Chevrolet (1960)
	2nd	Richard (Patton?)	Knight Rider
	3rd	David (Peipi?)	Kenworth Lorry
<b>Diecast Small:</b>	1st	Fred Hawkes	Hummer Ambulance (Desert Khaki)
	2nd	Sam Findlay	Bedford Truck
	3rd	Fred Hawkes	Kalamazoo Fire Department Model T

## FUTURE OF THE CLUB—SECOND OPINION

### Some Ideas on the Future of the Club

The club membership has decreased steadily. There are now only two active branches. The nature of collecting has changed greatly from the early days and it has to be questioned as to whether the club can fulfill the goals it had when first inaugurated. Also, it seems that society has changed and people are less likely to take up membership of clubs in a contributory/voluntary way and are more governed by a "what do I get out of it" manner.

These are the options for our future:

- *Continue as is*
- *Continue with a new (simpler) constitution*
- *Wind up, and continue with a new club that is not an Incorporated Society*
- *Euthanasia – death with dignity*

I believe that it is generally agreed that the first option is not a sensible option. Fifty years is a fantastic achievement, but times are very different now and changes need to be made.

To write a Constitution that is acceptable to the Companies Office is not simple. A 'sample' constitution on their website that specifies the requirements fills nine A4 pages. Much 'fleshing out' would be required, making the final document complex and long. Is that what we really want?

Here is a proposal that fits the third option

- After the 50th AGM the club, as it currently exists should be wound up**  
*It is too complex to make the changes required to the current Constitution*
- A new club, with the possible name 'Southern Model Vehicle Club' be set up**  
*This club be in name only; its purpose is to unite any branches that continue to operate this club does not become an incorporated society: the formality and complexity of a compliant constitution is not required, particularly given a relatively small membership it has no officers, charges no fees, has no assets this club does not publish a magazine*
- Two autonomous branches of this club**
  - *Otago, based in Dunedin and Southland, based in Invercargill, be set up. Any other branches can be added if numbers and interest in another area warrants it.*
  - *Branches are completely independent and are free to organise social events, displays, toy fairs, publish newsletter etc.*
  - *Branches have officers, organising committees and rules as they see fit.*
  - *Branches retain the monies and assets they have upon winding up of NZMVC Branches set their own membership fee.*
  - *It would be desirable for these two branches to work together as much as possible. Their geographical situation should make this possible. Organising a 'combined' competition which uses the trophies from the current AGM competition would be possible*

Wellington Branch to dispose of monies and assets as they see fit upon the winding up of the current club.

What do you think? No feedback came in after Howard's article of the future of the Club. A working party has been set up at the recent AGM, but they need your thoughts. Why not write a letter to the editor? Now.

### Carville Stewart

*Thanks Carville, plenty of 'food for thought' as it were. Ed.*

## MODELLING WITH MAURICE

Although I haven't been doing much on the modelling scene of late, I've decided to review one of my plastic kit built models from a few years ago, for the benefit of newer Club members.

The model I've chosen is the 1969 Mercury saloon car in 1:25 scale. The model was built in 1973. It is not exactly a plastic kitset, but a stock plastic model that was motorized. I wanted to change it from stock to race form. It wasn't just being painted with some decals as I wanted to give it panel damage to represent a crashed stock car.

The Mercury was stripped down; first removing the flat plastic chassis and rubber tyres on plastic rims and the friction drive motor. With the body shell now empty, it was onto paint.

To make the damaged panels look realistic, paint had to be added first. An orange and white colour scheme was brushed on using Humbrol enamel. Decals were then added. The actual panel damage was thought out beforehand and then applied to the body shell. So how was this accomplished? Heat! And the best method – by using a heated dessert spoon. Over a lit candle, I held the body shell above the flame just long enough to soften the plastic. To test the heat temperature before applying it to the body shell, I held my finger above the flame to get the height where there was minimal heat rising. By using this method, the placement of the body over the flame can be controlled when adding the simulated damage. I used the spoon to press against the softened plastic to bend it into shape.

Of course the paint will crinkle and distort but that was okay. Be sure not to use too much heat near the painted surface or it will soften too quickly beyond control! Once the appearance was to my liking, the next stage was to add further detail by scratching along the side of the body with a sharp blade. I also used a fine pointed paint brush to add thin black broken lines. This was to represent body rub damage against a barrier. To complete the model, the same chassis was used with the friction motor discarded. Since there was no interior fitted to the original model, I made up one including a roll-bar. Up front a motor model was fitted from a donor model.

One incidental feature on the build included working rear suspension in a very basic form. When the rear axle differential was fitted, a piece of plastic was used to hold it in position with one end only being attached.

Tyres and wheels – front vinyl tyres (also from a donor kit) – one of which is flat to represent a puncture. The 'puncture' is created by heat softening the vinyl, then pressing against a firm surface. The rear tyres are rubber.

That concluded the build. The model has been entered in many competitions over the years, and has taken 23 places.

### Maurice Boyles

*And from an older copy of Miniature Auto, here is an interesting tip from Maurice:*

#### Scale tarpaulins:

Select the model of your choice to be covered in part or entirely.

Cut a length of Gladwrap (or similar) long and wide enough to cover the model. This will prevent any unwanted liquid getting any closer to your model than is necessary.

Mix three parts of water to one part of white glue (PVA) in a dish.

Cut to size a paper towel and soak thoroughly in dish.

Darin off the excess glue by carefully pulling the paper towel over the edge of the dish and lay the wet paper towel over the model.

Form creases and folds by tweaking the wet paper towel with tweezers and/or your fingers to get the effect you desire.

Put the model and tarpaulin aside to let it dry thoroughly.

When it is dry, paint the 'tarp' by using matte paints with extra thin washes of darker colours to highlight the folds and creases to complete the effect.

### Maurice



*Maurice did not specify the actual model of 1969 Mercury saloon car, but here is one example from the same model year.*



# AWESOME FONTERRA MODELS

Members will be aware that **Awesome Diecasts** are responsible for the production of the now well-known truck and trailer unit in model form in '**Fonterra**' colour scheme (now in three variations).



1. "Fonterra"



2. "Milk for Schools"



3. "Farm Source"

**Howard Duff** has provided the following information about the production from the company **Awesome Diecasts**.

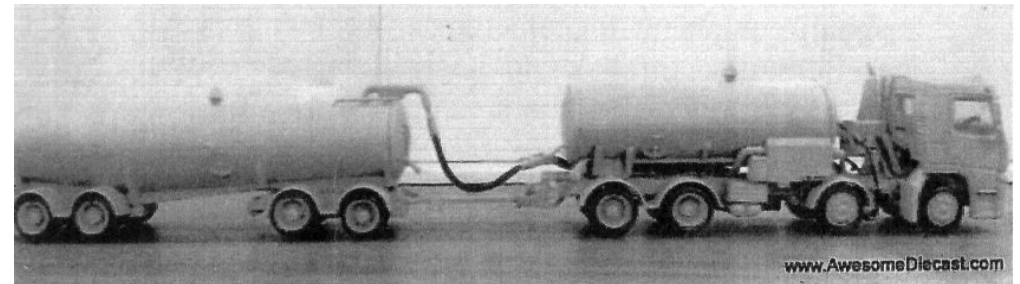
- "Apply your design and logos to an extensive line of diecast models"
- "Our collection of licensed diecast models offers many choices to select from. We're here to help guide you through the selection process and to make sure you choose the right scale, model and price to create the perfect replica for your project."
- "After developing a design plan, our graphic designers can adjust the artwork and logos to the scale of the replica chosen. In most cases, we pad print artwork directly on to the model ensuring vivid colours and long lasting, quality finish. There is almost no limit to what we can do graphically."

- "Our model trailer truck custom imprint programmes start at a low 150 pieces. Pricing discounts occur in increments of 252, 504, 750, 1,250, 2,500 and 5,000 or more"

## The process:

Producing a diecast replica is an intricate process that involves design, tooling, casting, painting and decoration and assembly. The average model for example can require upwards of 250 pieces to assemble! Here is a very simplified outline of how a replica is produced.

- **Step One:** Starts with a desire to have a replica produced. Once licensing is achieved from the Original Equipment Manufacturer (OEM), we require Computer Aided Design (CAD) files from them in order to begin the process of designing the actual miniature.
- **Step Two:** 3-D CAD files are completed and approved by the client. Lengths are determined by scale the client wants the replica built in.
- **Step Three:** Preliminary tooling is created and hand samples are produced in resin. These are sent to the client for approval and then the actual process of casting the model in zinc alloy occurs. Once all the parts are cast, it is on to the assembly, paint and quality control.
- **Step Four:** The result is a museum quality replica of the real truck, just small enough to drive on a desk.



The mock-up of the tanker unit.

## Howard Duff



Can you correctly identify this model?  
Turn to page 17 to find out.

## CARVILLE'S CAPERS

The Atlas Editions Dinky saga continues – some would say drags on. Some models are reaching the retail market before the subscription collections have ended, adding to the general state of annoyance that a good number of committed subscribers have with the company.

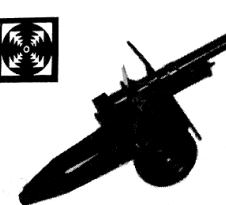
It is possible that these part-work/subscription series have saturated the market, and it has been suggested that Atlas are closing down their sales of transport models. It is reported that UK wholesalers now seem to have substantial stocks of Atlas models from both the UK and Continental series, taking away the exclusivity of subscribing.

Meanwhile DeAgostini, the part-works seems to be continuing but like the Atlas Editions series, they have mixed in a number of French Dinky originals—most of which would be unfamiliar to the UK public. There was a tentative effort by DeAgostini a few years ago, but that fizzled out after about five or so issues. In the meantime, the series popped up in Italy and now has returned to the UK.

Can anyone remember Target Toys in New Zealand? The name, Target, was used for the promotion of some Fun Ho! midget diecast in Australia in 1976 & 1977. However, Target Toys was a name used by the New Zealand wholesale distributors, Sargood, Son and Ewen Ltd. They assembled and distributed some pressed steel trucks that had "HUSKY" cast as part of the grille, and I have established that the pressings originated in Canada. They also distributed some Lonestar and Britains trucks and military vehicles, both of which originated from the UK, under the Target Toys banner, as well as making soft toys, wooden toys and Ezy-Bilt construction sets. Sargoods were always the distributors for Tonka Toys in New Zealand, having encouraged Rayon Surfaces Limited to begin the assembly of Tonka in New Zealand. I have recently obtained a picture of the Tonka factory, located on Prescott Street, Penrose that shows both Tonka, and "The Home of Target Toys" signs, so it would seem that both Tonka and the Target Toy pressed steel toys were assembled there. Any further information on Sargood's contribution to the New Zealand toy industry would be greatly appreciated.



**TARGET TOYS**



BRITAIN'S  
25 POUNDER HOWITZER GUN



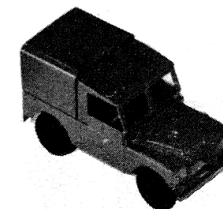
BRITAIN'S  
120 M.M. ANTI TANK GUN



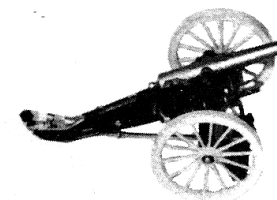
BRITAIN'S  
ROYAL ARTILLERY GUN



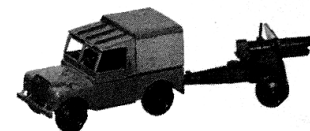
"LONE STAR"  
ARMoured CAR



"LONE STAR"  
LANDROVER



BRITAIN'S  
AMERICAN CIVIL WAR FIELD GUN



"LONE STAR"  
LANDROVER WITH GUN

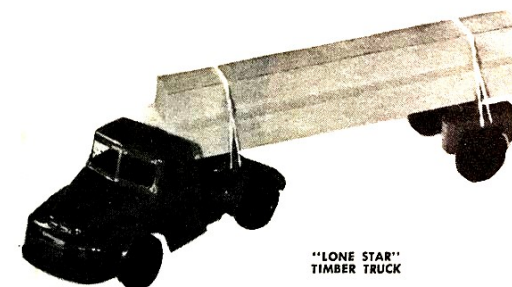


"LONE STAR"  
ROCKET FUEL TANKER

**TARGET TOYS**



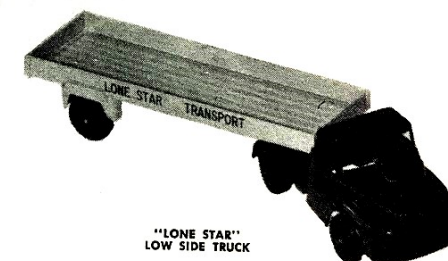
"LONE STAR"  
SAND DUMP TRUCK



"LONE STAR"  
TIMBER TRUCK



"LONE STAR"  
BREAK DOWN TRUCK



"LONE STAR"  
LOW SIDE TRUCK



## GERMANY CALLING

In August and September of 2017 Sue and I have the privilege of revisiting Switzerland and Germany and due to my model railway interest the whole trip was naturally based around train travel.

It began with an 8-day Trafalgar Train Tour in Switzerland taking in the Glazier Express, Bernina Express and Golden Pass routes. This was followed by a pre-planned (and unplanned) set of rides in Germany to specific locations related to my layout modelling at home, culminating in attendance at the Marklin Open Days and exhibitions in Goppingen. During this time, we were primarily based in Stuttgart, (where the main Porsche and Mercedes Museums are) but we spent one night in a place called Piding and the reason for this is as follows.

There are of course many model railway displays scattered about (which of course include model vehicles) and it is a matter of deciding which ones you would like to take in. Everyone of course recommends the Miniature Wunderland display in Hamburg which seems to expand all the time (with Italian sections recently added).

Having discovered about the Porsche Traumwerk Museum where I knew there was also a fantastic Marklin Layout our challenge was to get there, the problem was there is no railway station in Anger which is where it is located (not far from the border to Austria (Salzburg), so best find the next nearest, hence Piding. With the help of “DB Navigator” on your mobile phone you are away laughing using the trains in Germany, so we were soon in the town and seeking the location of our Hotel.

As we had arrived on a day the Hans Peter Porsche museum was closed we had time up our sleeves to look around. As the hotel seemed to have a lot of Polizei staying (doing border duty) our tour mascot “Bob” can be found sitting on one of their vans



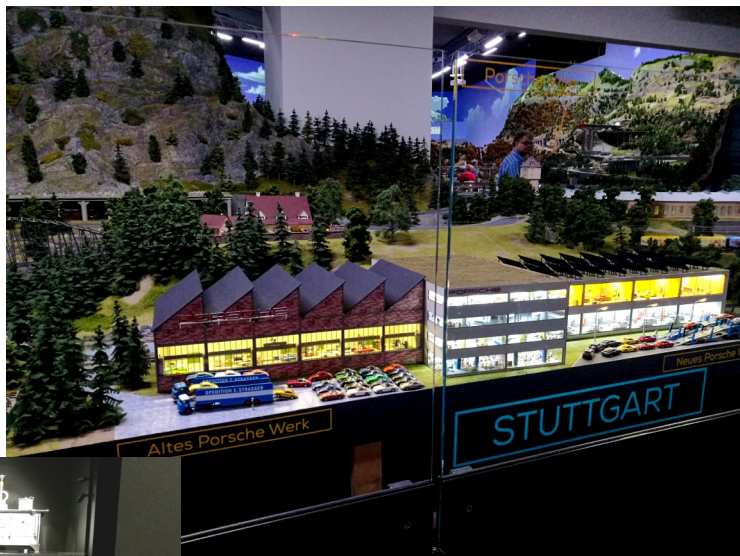
Anyway, on to the museum: Naturally the main consist of the museum is the Marklin Layout that Hans had built (which he only just lived to see completed).

The layout runs through a 17 minute cycle of day and night, and no painted backdrops here, everything is on a digital display screen at the back, with a thunderstorm etc.





Of course, there are the cars and most impressively a full collection of Marklin original items dating back to the nineteen thirties.



Tony Robinson (RIP) would have liked this display. (below).



Part 2 will look at the Transport Museum in Lucerne.

**Paul Alcock** (Wellington Branch, unless I start a Wairarapa one!)

## ERIC'S TRACTORS

### Ferguson T20 tractor

This is a model I know nothing about including who made it. It appears to be a reasonable model of a Ferguson T20 tractor. It seems to be made of lead but it does not feel quite heavy enough. It appears to be a one-piece casting including the driver, although the front axle may have been added to the model and held in place by some melted metal.

The whole model is painted grey except for the steering wheel which is black and the driver is painted realistic colours and is quite convincing. Wheels are one-piece including the tyres that have heavy treads on the back wheels. The tyres are painted black and the wheels are the same grey as the tractor.

The model is 90mm (3 1/2") long. Any ideas of its origin?

*I have an inkling that this is a white metal model made in Nelson, although I am not that sure. Ed.*

The next two are Tri-ang diecast tractors I bought at auction recently. I know nothing about them except they have 'Tri-ang Made In England' on their bases. The model with the bucket is eight and a half inches long and the other is six inches. Both are in nearly mint condition.

The one with the bucket does not appear to have a seat but this might have gone missing in its history. The bucket can be raised or lowered from the lever on the platform between the two back guards. Do you know anything about them?



**Eric Brockie**



## XENITA

A recent listing on Trade Me featured an 'Xenita' Holden Commodore VL (1986-1988), except, technically the listing was wrong as it was actually a Trax product. Xenita were unique at the time as they were made in Australia (a sort of modern day Micro Model at the time) and that they were modelling a current Holden car. The company that made them was UNICAST situated in Preston NSW. Trax were also in production concurrent with Xenita, but their range featured historic Australian cars and the actual models were made China.

The Xenita Holden was made to the most collectable scale of 1:43 and cast in metal. The body shell was finely and cleanly cast. A second casting was of the base that extended to include the front and rear bumpers. No mechanical detail was featured on the base which was otherwise flat, except for raised sections to hold the axles. The wheels seem to be one-piece rubber tyres with the 'hubs' with reasonably shaped hub caps. The base is attached to the body by two spun down rivets centrally located about 1cm from the outer edges of the bumpers each end. The wording on the base reads: "XENITA P/L, Commodore VL, SCALE 1/43, MADE IN AUSTRALIA" in four lines.

The model is neatly painted (light fawn in this case) with a grey (with a brown tinge that matches the base colour) rubbing strip along the lower waist-line. The door frames are picked out in matt black like the real car. The disappointing thing about the model is that it does not have an interior and has very dark tinted windows to hide this fact. On the other hand, the headlights are clear glazed and the tail light cluster is moulded in translucent red with a black panel between each set of lights (actually part of the base casting as is the rather small front grille). This has a thin groove to match the similar feature on the tail lights. Other Xenita Holden VL colours were blue, white, red and gold.

Unfortunately, the Xenita Holden was never that popular and production was soon stopped. However, that was not the end of the model's story as Trax (Top Gear) purchased the remaining stocks and revamped the model with a fitted interior and clear glazing.



The only other change was the base was screw fitted to the casting instead of being spun down. The Trax Holden VL was marketed as catalogue 8008 and later TR16. The Trax colours were similar to the Xenita ones – red, white, blue, gold, beige, Chardonnay (TR16) and Pacific Blue (TR16B).

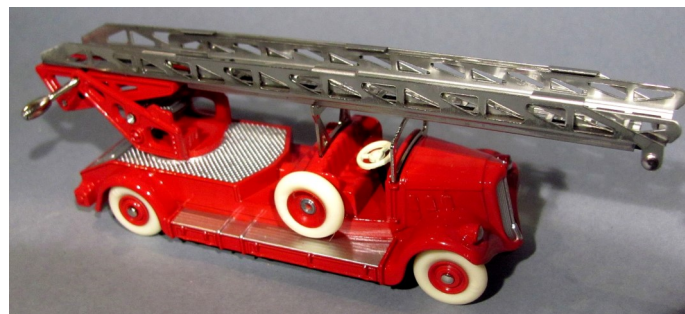
Ron

## RECENT ADDITIONS

The 'mystery' car shown on page 9 may look familiar as a Riley Farina 1560. This actual model represents a S.I.A.M. DI Tala 1500. Confusingly, S.I.A.M. stands for 'Seccion Industrial Amasadoras Mecanicas'. It is part of a series of cars from Argentina along the same lines as a similar series from Brazil.



The scale is 1:43 and is probably the only model of the Farina styled Riley. All you have to do is ignore the fact that it is left-hand-drive.



On the left is an Atlas Editions France copy of French Dinky 32D Delahaye Fire Escape vehicle.

On the right is an Atlas Editions copy of the French Dinky Richier road roller. Somewhat obscure item to copy?



Three versions of FD885 Saviem Pipe Transporter. L to R—original French Dinky, Dan-Toys copy and Atlas Editions copy. Surprisingly, The Dan-Toy and Atlas are different castings. I guess having three versions it a bit of overkill!



## TOY FAIR DIARY

### Toy Collectors Fair

Sunday 5<sup>th</sup> August 2018 11am-2pm  
Community Leisure Centre  
569 Ferguson Street  
Palmerston North  
Contact; bn-brady@xtra.co.nz

### Toy Collectors Fair

Sunday 11<sup>th</sup> November 2018 11am-2pm  
St Joseph's School Hall  
Pine Avenue,  
Upper Hutt  
Contact; Julian (04) 970 8654

### Wellington Toy Collectors Fair

Sunday 1<sup>st</sup> July 2018 11am-3pm  
Chilton St.James School,  
Waterloo Road,  
Lower Hutt  
Contact Tony 027 240 1087

## RECENT SIKU NZ PROMOTIONALS



Here are some recent Siku promotional models released for New Zealand.

Mitre 10 Mega promotionals;

Paper Plus promotional:



## 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 50<sup>th</sup> 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.

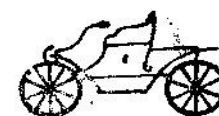
If you would like to make any suggestions for the Otago Branch to consider, then please get in touch

Items for consideration are:

- Size of any display
- Duration of display
- Social functions to celebrate the 50<sup>th</sup> 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  
Secretary/Treasurer,  
Otago Branch  
P.O.Box 1356  
DUNEDIN 9054



MODEL CAR COLLECTORS  
CLUB OF  
NEW ZEALAND

**Wanted wanted Wanted wanted Wanted wanted**

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



## MECCANO LOGISTICS OLD AND NEW



There have been two new releases featuring vehicles with Meccano logos. The latest is a Bedford TK with box van trailer (Made in Bangladesh). Meccano did release several self promotional toys, going right back to the first 28 series van

