

# Miniature Auto *MA 267*

**New Zealand**

*50th year of publication!*



'Buses of the world' part-work.  
1:43 Citroen coach by Hachette



*Miniature Auto is the newsletter of the  
New Zealand Model Vehicle Club (Inc.)*

## DIRECTORY

### NATIONAL EXECUTIVE-2019

President: **Graham Patterson**, 103 Musselburgh Rise, Musselburgh, DUNEDIN 9013  
Phone (03) 455 0600

Vice President: **John Henderson**, 30 West Watson Avenue, CHRISTCHURCH 8025  
Phone (03) 338 3855

Secretary: **Eric Brockie**, PO Box 1356, DUNEDIN 9054  
Phone (03) 488 1048

Treasurer: **Eric Brockie**, PO Box 1356, DUNEDIN 9054  
Phone (03) 488 1048

Editor: **Ron Ford**, 52 Hillside Drive, Upper Hutt 5018  
Phone (04) 971 9808  
e-mail editor@nzmvc.in-newzealand.com

### REGIONAL DELEGATES

Wellington: **Ian Cousins**, 173 Buckley Road, Southgate, WELLINGTON 6023  
Phone (04) 934 5172

Marlborough: **Tim Babb**, 71 Wither Road, BLENHEIM 7201  
Phone (03) 579 1460

Canterbury  
Otago: **In recess.**  
**Graham Patterson**, 103 Musselburgh Rise, Musselburgh, DUNEDIN 9013  
Phone (03) 455 0600

Southland: **Graham Peterson**, 97 Tramway Road, INVERCARGILL 9812  
Phone (03) 216 5477

Please address all correspondence to the **Secretary**  
Change of address to the **Secretary**

### MA contributions to:

The Editor, **OR** Ian Cousins  
52 Hillside Drive, PO Box 12-057,  
Upper Hutt 5018, Thorndon, Wellington 6144  
editor@nzmvc.in-nz.com nzmvcwgtn@nzmvc.in-nz.com

Club Website: [www.nzmvc.in-nz.com](http://www.nzmvc.in-nz.com)

*The views and opinions expressed in Miniature Auto are not necessarily those held by the New Zealand Model Vehicle Club (Inc.) and the Executive and no responsibility can be accepted by the Club and/or the Executive.*

**ACCEPTING CONTRIBUTIONS TO MA NOW!!**

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## EDITORIAL

Due to a recent health scare, I have decided it is time to pass the Editorial pencil over to another member who will probably have more 'with it' ideas, and keep Miniature Auto on track.

I will probably still be making contributions and I hope others will also 'put pen to paper'.

On the eve of the Club's 50th Jubilee, it seems hard to believe that we would be 'still in business' after all these years. I think we are one of the oldest model 'car' clubs in the world.

I draw your attention to the advert. On the back page. Carville Stewart is the organiser and I am sure that many members will be happy to support their endeavours.



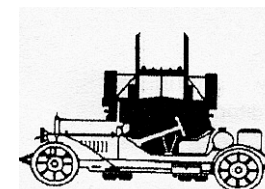
You will find that the Branch reports are a little dated. Unfortunately they are the newest to hand. It is always good to read about the activities of Branches.

New Zealand Post is putting up the letter rate again which is making it harder to justify hard copies of Miniature Auto sent via the mail system. I am well aware that some Members are not able to receive the electronic copy, so this will have to be looked into.

Happy Modelling to All!

*Ron*

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## BRANCH NEWS

### Otago

Our November (2018) club night involved a visit to a recent member who joined our ranks after Model Expo 2018. We visited the home of **Adam Seymour** to view his collection of 1957 Chevrolets in all sizes from the small to the full sized car which was a 'work in progress'. Adam's collection is based around his love of '57 Chevies.

Adam does all the work himself on the full sized vehicles. It was the ownership of the real vehicle that started Adam's collection of '57s in miniature, which now total over 100 in the collection.

There was a great turn-out of members attending. On the way home, we paid a return visit to **Michael Henry** to view his extended collection with new additions since last time.

Some of us have large or extensive collections, but a visit to another member will always turn up models you have not seen before; no matter how small the collection is.

Again on these club night visits, we get to view collections that may not normally be available to the general public; whether they are models or full sized vehicles.

#### 2108 Christmas Diner.

On the 21<sup>st</sup> November (2018), members met at the restaurant in the Dunedin Casino for our Christmas celebratory meal.

Again the meal was good. There was a good turn-out with **Graham** and **Susan Patterson** attending along with **Paul Drummond**, **Matt Hopkins**, **Marcos** and **Jill Moni**, **Howard Duff**, **Bevan Wilson**, **Eric Ross** and partner and myself.

It was a good night with plenty of talk and not a model in sight!

**ERIC BROCKIE**

### Southland:

Southland Branch Newsletter for November/December 2018

Hi Folks,

Well Christmas is almost here and the town is starting to buzz with shops and homes getting their decorations and lights up. **Graham Peterson** has shifted and is living permanently in Athol. Our last meeting was held at **Malcolm** and **Noeline Shaw's** and a good night was had by all with a number of laughs.

#### Competition Results :

<b>Kitsets:</b>	1st	Fred Hawkes	Sopwith Camel
	2nd	Fred Hawkes	Austin Army Ambulance
	3rd	no entry	

<b>Lego:</b>	1st	no entries
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#### Diecast Large:

1st	Malcolm Shaw	Massey Ferguson Tractor
2nd	David Peipi	Morris Minor
3rd	N Mason	Jaguar Mk II

#### Diecast Small:

1st	David Peipi	Jaguar XKR
2nd	N Mason	Morris Minor
3rd	Noeline Shaw	Bedford Fire Engine

Our next meeting will be held on 22nd December, starting at 7:30pm, at The Cabbage Tree. NOTE: The booking is in the name of **Richard Patton** and thanks Richard for organising this, for our Christmas Dinner (pay for yourself), and we should have a good night. We will be having a raffle (if the Secretary remembers to bring the right gear) and NO Competitions.

Subs: A good number have paid up - many thanks but some are slow so please - come on and pay up as soon as possible please.

Until we meet again at "The Cabbage Tree"

**FRED HAWKES**

## WHY 1:43?

Recently, model manufacturers seem to be avoiding 1:43 scale with the emphasis on 1:18 and 1:76/1:87 and maybe 1:64. The 'trend' seems to have been led by Oxford Diecast where they declared that 1:43 was 'dead', although at the time, there was no indication of a 'problem'.

I must admit that I am biased as I think 1:43 is the best 'size' as it allows for good detail and they look right.

Now, 1:43 is a strange choice being a hybrid scale of 7mm to the foot (which equates to 1:43.5 scale, but that was rationalized to 1:43). Would you believe that it has its roots way back in the Roman Empire days? The Roman roads were designed to accommodate carts of the day which had a 'track' of 4'8½" which eventually became the standard gauge for rail track. Enter the toy train era and one of the more popular sizes was O gauge which had a track gauge of 1¼" that translated to the 7mm to the foot.+

From that developed HO scale (Half O) at 1:87.5 or 1:87 for convenience. Of course the British had problems with this as it did not allow the fitting of existing motors into the smaller body profile of their locomotives. That led to the development of OO (Double O) gauge or 1:76 still used today especially by Oxford Diecast, E.F.E and so on.

Back to 1:43 scale. One of the problems with it is that it is relatively more expensive to buy compared with 1:76 and even 1:18. Using Oxford Diecast as an example again, their 1:76 models are a quarter the price of 1:43. Their 1:18 offerings so far are of small bubble cars, so they can't be fairly compared. Other makes such as Solido do have a big range of 1:18 at around £50 – only double the price of an Oxford 1:43 model.

On the other hand, Oxford have surprised with a 1:43 scale Weymann Fanfare Coach, so things may not be that drastic!

RON



## OLD AND NEW

If you haven't guessed by now, I am a fan of Dinky Toys; not only the originals but the recent copies put out by DeAgostini/Atlas Editions, Norev (CIJ) and Dan-Toys. However, this is not about them but modern products that don't aim to copy Dinky Toys and just make similar subjects that are reminiscent of them.

Both examples here are from part-works; the first via Brazil and the second via France. Most such part-work products are made by iXO. Occasionally, iXO release the same model under their own trade name with better detailing than the original part-work version.



First there is a Brinks Armoured Car from the Brazilian series. Dinky Toys had a similar vehicle in their range from 1964 to 1970 in the form of #275, Brinks Armoured Car, probably based on a GMC prototype. The Brazilian one is more modern in style and based on a Chevrolet chassis, otherwise, it is very much a look-alike. It is also in 'Brinks' livery. Only the front is diecast metal with the body in plastic.

The second example is of a Berliet GLM Marrel dump truck. The original Dinky Toy France was issued as 34A in 1955 and was renumbered 580 in 1959 and lasted on the sales list until 1970, so it was obviously very popular. It would be considered the equivalent of the English Dinky 965, Euclid (later Terex) Dump Truck.

The new version to a larger scale (1:43 as opposed to 1:55 for the Dinky). It has all the modern fittings such as glazing, interior detail and so on. There is even a figure of a female ice skater attached to the grille as an emblem. The back can be tipped on both versions but the Dinky wins out with the rack controlled slider



which can be cranked to tip the tray. The new version has simulated hydraulic rams, but they have no holding power, so the tray flops back down when operated.

RON

## CAST IRON DINKY

Cast iron has been used for toys for some time, especially in the USA with their coin banks and novelties and of course automotive toys. There must have been a few damaged feet in those days! In New Zealand, cast aluminium was favoured over iron for the sand-pit toys.

Meccano used many different materials for producing the Dinky Toy range with lead being first with the Modelled Miniatures accessories for Hornby tin-plate trains. Some were still produced in lead when the name was changed to Dinky Toys in the early 1930s. Of course the use of lead was changed to zinc alloy, which initially posed a problem with intergranular corrosion (so mis-called 'fatigue' which it isn't!). Other materials have been used over the years with tin-plate, aluminium, Bakelite and plastic. Cast iron was never used or so I thought.

Recently, I found an early version of the much overlooked 752/973 Goodsyard Crane in a 'garage sale' (second-hand!) shop in Upper Hutt. The base looked rougher than the usual crane and was noticeably heavier when picked up. The underside of the casting was fully marked as a Meccano product and the fitting looked original. There are no steps represented

on the



Zinc alloy cast base (left).

Cast iron base (right)

Why did Meccano try cast iron in the first place? My thought is that the heavier cast iron would make the crane more stable for its work in the toy train yard. Meccano soon dropped the idea and made a new zinc alloy version of the base complete with access steps on the base.

According to Ramsays evaluator, there is no premium for this much rarer version of the Dinky Toy.



Zinc alloy (left) Catalogue 973

Cast iron base (right) on Cat. 752

Note that the apparent difference in size of the bases is only because they are not lined up properly.

**RON**



A new Dan-Toy



Premium Classix Hyundai i30

## CARVILLE'S CAPERS

In late January, I was a little surprised to receive an invitation from a friend who resides in England to join him in Wanaka. It transpired that he has a time-share in a resort there; suffice it to say that it was very comfortable. Sailing on the lake was interesting. After our safety briefing our 'captain' found that the yacht was broken. We managed to get under way two hours later, having taken the mast down and made repairs in typical NZ DIY fashion.

A visit to the National Transport & Toy Museum was also made. A fascinating collection of vehicles, and a few aeroplanes is housed in four buildings. Unfortunately, those four buildings are not big enough so the cars, light trucks and pick-ups, fire engines etc are too tightly packed in to make comfortable viewing. Quite a few of the vehicles need restoration work. This said, the range of vehicles in the collection was impressive, with British, American and Japanese vehicles all featuring. Some vehicles, mainly large commercial vehicles are parked outside, and their condition is deteriorating as a result.

The toys are mainly found in the one building, and the range is quite diverse. Smurfs, diecast, Meccano, pressed steel, dolls, Sci-Fi and television related, wooden toys are all represented. I was particularly looking for anything New Zealand made, and one on display was a very interesting Tiger Toys (Timaru) pressed steel combine harvester.



Most Tiger Toys are sandcast – like Fun Ho! – and this was just the second pressed steel Tiger Toy that I have seen.

Three of the displayed cars had special meaning for me. Squeezed under the wing of an aeroplane was a Mk IV Triumph Spitfire. I bought mine in 1973 after I glanced it out the corner of my eye when paying an account for the servicing of my Triumph Herald at Amuri Motors in central Christchurch. In a rare impulsive action I returned to Amuri Motors the next day and bought the Spitty.



Another car of interest was a 1950 Vauxhall Velox/Wyvern. It was our first car, though ours may have been a 1948 or 1949 model. I demonstrated Newton's Laws of Motion in this car, when I continued to move forward when the car came to a dramatic halt, caused by hitting a bus that had failed to give way. I went head first through the windscreen and landed unconscious on the road between the immovable bus and the car – that had 'bounced' backward. Two dozen eggs, that had been sitting alongside me on the front seat, also demonstrated Newton's Laws, and landed on my damaged head. My mana was high at school the next week, as I had been taken to hospital in an ambulance with the siren going! Despite my near death experience, my greatest concern was to retrieve my Meccano crane that I had been taking to show my grandfather, and indeed it was duly found in the boot of the wreck.



Alongside the Vauxhall was a later, longer Velox/Wyvern EIP, first introduced in 1951. This was the same body style that replaced our wreck, though I am uncertain as to the year of its manufacture.

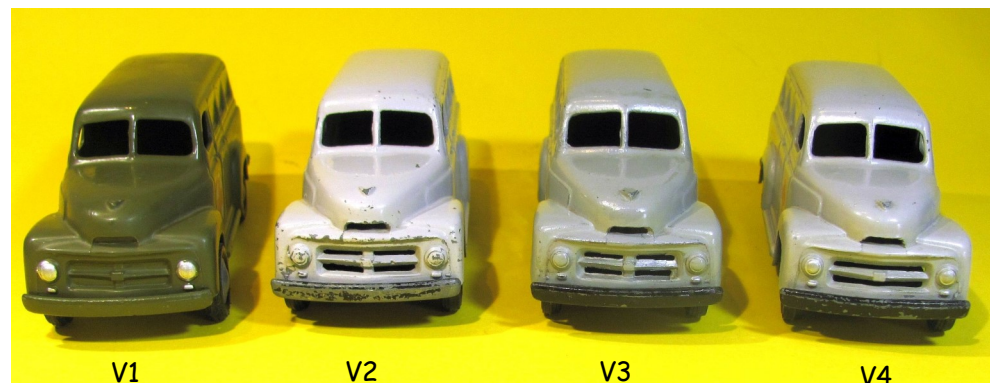
## CARVILLE

## MICRO MYSTERIES AGAIN

On a recent visit by the Christchurch Caperer, he pointed out a variation on the Micro Model International Ambulance (4327 NZ, GB20) that I had not noticed previously. The International Ambulance had already won the title of the highest number of variations of the whole range.

To recap:

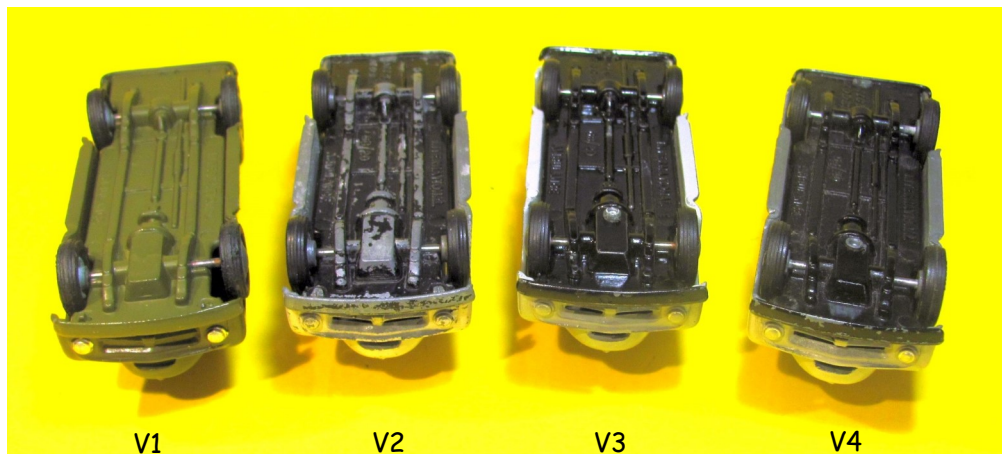
- V1 Chassis held on by splayed spigots in the body moulding front and back. Closed grille.
- V2 Chassis held on by new rivet post situated under the bonnet and splayed spigot at back.
- V3 As V2 with open grille.
- V4 The new one. As V3 but without the centre vertical bar behind the 'badge'.



It could be that the 'newly discovered' variation is a moulding error, but it is on a mint Australian version (GB20) of the ambulance and there does not appear to be any fettling of the area to smooth things off.

Added to the casting variations, there are a number of paint variations. The Australian civilian issue has different tampo on the sides which includes the word 'AMBULANCE' in red and some framing detail to the 'frosted' windows. The NZ version simply has a 'Red Cross' on the front doors and simple silvering on the 'frosted' windows.

The military (Army) versions are the same from both countries; being all over (including base) olive green (khaki) with a 'Red Cross' on the front doors set inside a white circle. Note the different tones of grey used on each model. The Australian issues tend to be a light grey whereas the New Zealand ones are more of a mid-grey.



Thanks Carville for making another entry into the history of Micro Models. The tooling for the International Ambulance does not appear to have been included in the purchase Kevin Meates made all those years ago. The Hummer Super Snipe (half the tooling) is owned by Pier Van Netten in Australia. The Commer tooling was 'lost' in the upheaval when the Matai/Torro concerned closed down. It had been reported that the tool was sent out for repair but no-one can recall where.

As an aside, I have just obtained what might be the very last Micro Model made. It is the Mobilgas petrol pump set (NZ 4335, Aus. G-30). It is obviously unfinished (no tampo meter details, etc.). Many of the ex Brent tankers were sold in the bowser box.

**RON**



## TOYS OR MODELS?

I was in discussion with Ian Cousins in Wellington and the above topics were raised was what was the Club all about. Ian said he had a variety of models including many **tin-plate** and considered himself to be a "**Toy Collector**".

Looking back to when the Club was formed, those early members called themselves "**Model Collectors**" but what they collected was **Matchbox Toys, Corgi Toys, Dinky Toys**, etc. So why do we call ourselves "**Model Collectors**" when all the items we were collecting were called "**Toys**"!

**Fun Ho!** Sandpit toys were not even considered in those early days, but look at their collectability today.

Many years ago, in the early days of the Club, I can remember the late Gary Ritchie in Oamaru used to always refer to himself as a "**Toy Collector**" rather than a model collector and he used to get rubbished for his assertions.



Model or toy?

Just like in the early days because there were many magazines published on the subject of **Slot Cars** meant that we were not permitted to write about **Slot Cars** in our Club magazine. *(This was probably an over-reaction to the situation, but in the magazines of the day, the subject of **Slot Cars** dominated the magazines. Added to that, many clubs were formed specifically for slot cars and their racing. This made it more of a sport than a collecting hobby.*

*In a way, without the **Slot Car** craze, the need for our Club may not have eventuated as it became a valuable source of information for the collector. Ed.). If members had models that were slot cars in their collection; the motors had to be removed from the models! How times have changed!?* There is now some high quality of slot cars available on the retail scene to-day. *(The main problem with the slot cars of the day was that there was no emphasis on making the cars look realistic with all the detailed writing going on the building of a fast chassis and its technicalities. The so called car body being a simple blow moulded clear plastic 'shape'. Ed).*

I suppose that if you are collecting the likes of **AUTOart**, **Biante** and so on, then you are a **Model Collector**. Where do you draw the line between **model collector** and **toy collector**?

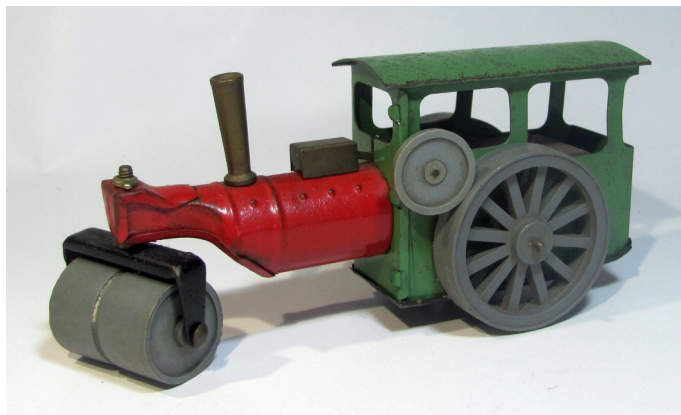
Kitsets	both plastic and metal
Diecast	Dinky, Corgi, Matchbox and Hot Wheels etc.
Plastic	Norev (early) Minialuxe
Tin Plate	Tri-ang, Nylint and Tonka (also pressed steel eg Bomaroo.
Toys	Fun Ho! Sand cast and others.

Radio Control cars are available from the cheaper simple cars to highly sophisticated Radio Controlled Models.

The list could go on and on, but it makes no difference to you. You collect what you want and call yourself a **Collector** if you want!

**Toys** or **Models**, the title makes no difference. Note that some of those Matchbox, Dinky or Corgi Toys are today worth many hundreds of dollars meaning you might get a good return for your investment many years ago!

**ERIC BROCKIE**



## RECENT ADDITIONS

Here are some recent additions to my collection.

Even though DeAgostini/Atlas Edition has given up issuing Dinky Toy copies (made in China); Dan-Toys of Paris France has continued with new releases like these English Dinky Toy Bedford O lorry and articulator.



And from various part-works available in South America.



Chrysler Valiant Accupulco



Chevrolet Opala



Mercedes 712E Armoured Car.



Vanguards Hillman Avenger (left). Part-works Dodge 1500 (right).



And of course, the Citroën bus:



Not all the additions are new models. Obsolete models such as this Tekno Ferguson tractor:

Happy collecting!  
**RON**




## WELLINGTON TOY COLLECTORS FAIR

Dinky, Corgi, Matchbox, Kitset Models, Trucks, Railway & much more

**Sunday July 7th 2019**  
**11am - 3pm**

Chilton St James, School Hall  
124 Waterloo Rd, Lower Hutt

**ALL WELCOME**  
Enthusiasts, Collectors & Families  
Lucky Dip for the kids

Admissions:	
Adults	\$3.00
Children	\$2.00
Family of 2+2	\$7.00

Turn those unwanted models and toys into cash.  
For stall booking and event information contact:

Tony Dowman  
04 971 1090  
022 430 5794

Gavin Redman  
021 123 1457



## 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

Wanted wanted Wanted wanted Wanted wanted

Kitset News,  
Diecast News.  
Any Hobby News whatsoever!

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**Christchurch**

# **TOY & HOBBY FAIR**

**10:30am to 2:30pm**

**Sunday May 5, 2019  
Caledonian Society Hall**

**5 Michelle Road, Wigram  
Christchurch**

*To apply for tables or for more information*

**[www.toyandhobbyfair.wordpress.com](http://www.toyandhobbyfair.wordpress.com)**