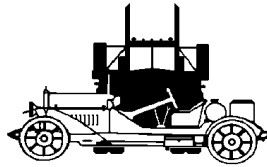


Miniature Auto



Kyosho Lancia Stratos Rally Diorama

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

A publication for and by collectors and builders of model road vehicles

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Magazine articles and related correspondence to the Editor.
Change of address to the Secretary.

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EDITORIAL

Has your collecting come to a screaming halt lately? Mine certainly has with the dollar doing its skydiver imitation all those bargains from overseas don't look any where near as good. Got caught out with a couple of purchases on ebay with the auctions ending the day after the first plunge. On the reverse side the return on my two BMW's looked a lot healthier, as does the price on my 1/18 Minichamps DTM Mercedes I have just sold.

Given the prices of some 1/43 scale racing models seen before the slump it won't be long before we start seeing \$100 for standard issue models from Minichamps. Thank goodness for the ever-improving quality at the lower end of the market. Many of the recent releases from Eagles Collectibles, Maisto etc are rapidly closing the quality gap on the more 'reputable' names. The one exception to this seems to be Hot Wheels whose 1/43 F1 models are a huge step backwards from their Minichamps predecessors. Not only are the models of poorer quality, but the promotion of them shows a company with no clues at all about their market. I haven't seen any of their US production or NASCAR models in 1/43 but Can only hope it is of better quality (opportunity for Model Scrutineer article there).

Finally my apologies for the lateness of this issue but a combination of computer woes and life have gotten in the way.

Lee Tracey

MINICHAMPS 430 990022 BAR 01 Supertec.

For a Car that failed to score a single point in the 99 F1 World Championship this was a surprisingly popular models with very strong pre orders for the very limited run of 1512 units. For my part the attraction was the combination of the driver (J. Villeneuve) and the outrageous paint scheme which featured a different ciggy brand on each side joined by the zipper running up the centre of the car.



~~PRESIDENT'S PIECE~~

Firstly, I must apologise to all members for not being as effective as President as I would have liked to have been. There are many factors that have caused this; not the least, the pressure of work. To be fair to the rest of the Club, I will not be standing for the position for 2001. I am sure there are many Members out there that would do a fine job as President!

One thing is sure is that it has been very frustrating to see the continued bickering from both inside and outside the Club. At this stage it matters not who or what was to blame for the apparent woes that befell the Club; it is more important to move forward. I am sure we all want to get back to the reason we joined the Club and that is the enjoyment of the Hobby of model vehicle collecting and/or constructing.

It is perhaps unfortunate that as a Club we have to cover so many facets of the hobby - whether you build models from plastic kits, metal kits or from scratch - whether you collect a certain brand of model (eg. Matchbox), a certain type (eg sports/racing), a particular scale, type of material, scale or toy, new or obsolete, mint & boxed or restored - the list goes on.

I am sure that there are as many different preferences as there have been members of the Club over the 30+ years of existence. That has probably lead to much of the confrontation that has beset the Club over the years. The lesson to be learnt from it all is that TOLERANCE is vital. This is one area where competition is not at all helpful, especially when the 'market' is so small.

Now on to happier things. A correspondent of mine is an expert on Chinese affairs and he explained to me that once the Chinese had got the technology; they would 'take over' the markets - be it in electronics or models. Judging by what I have seen emerging on the model market; he could be right. Recently I picked up a set of three 1:43 Porsches that appeared to be as good as the current European standard for modelling, but only costing \$35 for the set retail! Chinese made and marketed of course.

Yet another trend I've noted of late is the emergence of prefinished 'kits'. Yes they have been around for a while with the likes of Bburago, but more and more traditional kit makers are now offering them.

Another trend that has grown lately is the use of the Internet. Not only for communications, but for buying and selling. I quite like to visit auction sites like e-bay where there is usually about 1200 Dinky at any one time in the 'running' auction. There have been some rare items on offer at times. The thing that has to be watched is that most are priced in US\$, so at the current exchange rate, some things would be very expensive! I have noted a few entries from Australia and New Zealand.

Another site I visited recently was Biante (www.biante.com.au) and was surprised at the vastly increased range of 1:43 models they were offering.

Keep on modelling - that is the MOST important thing!

Ron Ford



Above Left: Vitesse V98203 Toyota Corolla WRC Carlos Sainz 1st Rally NZ 98
Above Right: Skid SKW 99009 Mitsubishi Lancer EVO6 Tommi Makinen 1st Rally NZ 99



Left: Corgi 17502 Scammell Constructor Wrecker 1/50 Scale

BRANCH REPORTS

SOUTHLAND

The August monthly meeting was held at our usual venue on the 16th. Our branch is humming along quite nicely with the odd invitation to display being received. Once again the Southland Branch has been invited to display at the Model Engineer's Great Little Train Show in October. There are no competition results to report from the August meeting.

Stephen Kelly

CANTERBURY

It is with regret that the Branch accepts the resignation of Bruce Northway as secretary/Treasurer. The Branch extends our thanks and appreciation to Bruce for his efforts over the years, and look forward to seeing Bruce at future Club events.

Scenic Circle Hotels Classic Car Show – Pioneer stadium 26-27 August

On Friday evening 25 August four members of the Branch set up tables and a display of models as part of the Classic Car Show at Pioneer Stadium. On the Saturday we returned to our display, to which quite a good crowd turned out, despite the wet weather. We were late starting our raffle but not to worry as on Sunday we were into making profit, a job well done. On the Saturday the classic Car Clubs had their prize giving with Mustangs, Mk1 Cortinas, etc taking home the trophies. With the show being sponsored by Scenic Circle Hotels it is hoped the show will stay at Pioneer Stadium.

Peter Haack

BRITISH CAR CORNER

Several manufacturers have produced a large variety of Vauxhall models over the years. Dinky made a Vauxhall model from 1935-48. This was loosely based on the DX model Vauxhall. A 1950 E model was produced along with a Viva HA, Victor FB, FC, 101, cars, Ambulances and Estates have all been made available through Dinky.

Triang-Minic made a clockwork tinplate Vauxhall model from the mid 1930's to the early 50's, available as Town Coupes, Tourer and Cabriolets, they were painted in red/black, green/black and blue/black.

Matchbox have made a Victor from the 1950s, and a model based on the EIP, in their 1-75 range. A Prince Henry Vauxhall features in the Yesteryear range, introduced in 1970.

One of the nicest E models is the 1957 Cresta made by Lansdowne, this 1/43 scale model is simply stunning. Spot-on made a 3.3 litre PB Vauxhall from 1965-67, even Fun Ho! Built a PB in their midget series.

Matchbox introduced a Vauxhall at No 22 in their 1-75 series in 1956. In 1958 it was replaced with another Vauxhall, This was a PA Cresta with the 3 piece rear window. This small 67mm in length 1/74 scale model was available in several different colours and colour variations ranging from pale pink, cream, lilac-grey, turquoise, and various shades of metallic bronzes. Some of the earlier made ones had no windows and grey wheels, but the later ones have windows and were fitted with black wheels. These were well cast little models with grille. Bumper and lights painted in silver, some had green tinted windows. As these were designed mainly as toys they all had tow hooks so trailers, caravans etc could be attached and played with. These small matchbox models are very collectable today.

Most of us have heard of the name Triang in the toy world. In 1959 Triang England entered the die cast model market and started to produce 1/42 scale models under the name Spot-On. Although Triang marketed Spot-On for less than 10 years about 120 models were produced. They apparently all had windows, seats, steering wheel and number plates. In 1961 a Cresta PA was introduced. My guess is that it was a 1960 model as it has a one piece rear window and the later grill, but the earlier large tail lights and is missing the moulding going from the front door to the front door to the tail fin. One photo I have shows the model from the side angled towards the front. Shown in blue it looks to have a reasonably good casting

although the tyres seem to be oversized. The second photo shows the model from the top, this one in green, and clearly shows a red interior with white steering wheel, bonnet emblem and chrome moulding strip up the centre of the bonnet and along the top of the tail fin. This model ceased production in 1964. I believe Spot-On were never exported from England so the chance of getting one in NZ is fairly rare. These models are difficult to obtain and very collectable on the world market.

The first model produced by Micro Models was a Vauxhall Velox, listed as GB 1 it was marketed in 1953. Being the first in a new range the casting is apparently crude and not as good as some English models produced at the same time. These early cast models had a tendency to taper from the top, and flare out at the bottom, and are referred to as the “cake tin” or “jelly mould” method. This was in 1/36 scale and some features were not really accurate.

The second last vehicle in the original series of Micro Models was a PA Vauxhall and was listed as G.41, this was in 1/48 scale and is the 1958 3 piece rear window model PA Cresta. It has been described as an accurate and detailed model, and photos I have seen seem to bear this description out. Because of its limited production run of only 2-3 years it is fairly rare today. I have no record of any of colours for either of the above listed Vauxhalls. Plans to reproduce the two Vauxhalls have been stalled due to production problems, but may soon be available in very limited numbers.

Russell Corbett

This article was originally written for the Southland All British Vehicle Club. While not intended as an in depth history of the models any additional information would gratefully received by both Russell and the Editor. Since the article was written Micro Models have managed to release both the Vauxhall models mentioned. – Ed



Vauxhall Cresta
Micro Models PA Cresta



Dinky E Series Cresta

GOOD SHOP GUIDE

It has been a long time since I have put pen to paper for Miniature Auto. Too long in fact, but what could I write about? Until recently I hadn't built any kits for years and even the diecast I had bought were nothing out of the ordinary. (*Reviews of ordinary models are fine –Ed*) Then on a recent trip back to Brisbane for a wedding it came to me. While there I took the opportunity to visit the model shops and while in one of them whom should I bump into but our vice president Graeme Robertson. I thought hang on I know at least three other members who have or are going to visit there this year so perhaps a review of model shops in that part of the world might be of help. It is not intended to be a complete list and only covers the south side of Brisbane and the Gold Coast but hopefully will be of some help.

Generally I found the range of models to be far greater than here in NZ but that prices were also dearer. For example the 1/43 Aussie Touring Cars were A\$37-\$40 which when taking the exchange rate into account makes them far cheaper here at home. Anyway onto the shops.

DIANES MODELS

Logan Food Fair – Pacific H'way – Loganholme (20 Min south of CBD)
Has a large range of diecast and is a Matchbox Collectibles Centre. Also stocks a small range of older and obsolete models and a small amount of motoring memorabilia. If you are a diecast collector this shop is well worth a visit.

GATEWAY MODELS

Wynum (bayside suburb 25 min from Brisbane CBD)
I have not been to this one but I believe they have a very good range of older and obsolete models as well as current stock.

HOBBY ONE

Creek Rd – Mt Gravett (15 Min from Brisbane CBD)
Brisbane's largest hobby shop with a large range of kitsets and modelling equipment. Also stocks radio control and slotcars as well as diecast models. No obsolete or specialist models in diecast but worth a visit and probably your best bet if you are into kitsets.

RACENUTZ

Broadbeach Mall (5 Min south of Surfers Paradise– Gold Coast)
If you are into racecar models or memorabilia then this is the shop for you. Only

stocks race car models, but what a range. From Aussie Touring and Drag Cars to F1, NASCAR, American Drag and dirt track Speedway to 500cc bikes this shop has them all, including a lot of models not seen anywhere else. Also has 5 driving simulators where you can drive any race or rally car from Aussie V8 to Historic F1 on any track in the world including many Australian tracks. A must for Racecar fans, but take lots of money.

PITSOP MODELS

Gold Coast Highway – Palm Beach (15 Min south of Surfers- God Coast)
Only has a small range of diecast though is trying to expand. Covers all sorts of models and not just racing as the name might suggest. Deals only in cars and planes and was getting out of kits when I visited.

Two other venues well worth visiting although not model related are:

DICK JOHNSON RACING

Yatala – Just off Pacific Highway (25 Min south of Brisbane CBD)
Free admission and you get to see the workshop of one of Australia's most successful race teams. Also has a display area with 5 of his earlier race cars, trophies and THE rock, which kick started it all. And of course you can buy all the DJR merchandise. Well worth a visit but if you particularly want to see the race team working check first as they are often away testing or travelling to race meetings.

MOTORSPORT GALLERY

Norwell – Half way between Brisbane and the Gold Coast
A collection of approximately 55 –60 cars, all in immaculate condition. Most have a sporting theme and are accompanied by a display of historic racing photos, posters and trophies. (My pick is the ex Jimmy Richards JPS BMW 635 used to win the ATCC). This forms part of the Mercedes Benz Performance Driving Centre. I have a personal connection here as I helped design the track layout for the driving centre which was originally built by Tony Longhurst to use as a test track in the days of the B & H Ford Sierra. He no longer has any connection with the centre but Paul Morris and Frank Gardner still do.

Well I hope this is of some help to any of you who are heading to SE Queensland. If you want any more info or suggestions feel free to get in touch with me.

Howard Brockie

COMPETITION

Unfortunately there were no winners from the small number of entries received so the Franco Cunico Escort goes back in the prize cupboard.

The answers were

1. Fulvio Bacchelli (His only World Championship win)
2. One (1975 Tour of Dean). Then it was 'loaned' to Howells (a Welsh Austin Dealer) who campaigned it until the end of 1976.
3. Lancia (74) Toyota (43) are second
4. No 207
5. Corgi

This month, thanks to the team at Acorn Models (37 Manchester St Christchurch & 381 Gt North Rd Grey Lynn Auckland) we have a mystery model from the Minichamps range.

And so to the Questions. The Americans seem to have associated their cars with animals more other countries auto makers. Name a bird or fish model from the following makers.

1. Studebaker.
2. Ford.
3. Buick.
4. Plymouth.
5. Rambler.

Should be easy enough. Send your entries to The Editor, Miniature Auto, 27B Weka St, Hamilton to be received no later than 10 November 2000.
Good Luck

ROTARY REDUCTION

In 1959 Dr Felix Wankel invented a new type of combustion engine whose greatest feature was that there was no cylinders or pistons as used by the only types of successful combustion engines so far invented. And so was born the Wankel Rotary, an engine, that killed off one respected German auto maker, is the butt of many automotive jokes, that seemed to herald a new way forward prior to the oil crisis of 1974.

During all this one small, unheralded Japanese manufacturer stayed true to the ideals of the rotary engine. A team of enthusiastic engineers led by Kenichi Yamamoto persevered with the development of the Wankel engine to overcome the problems of 'Rotor chatter' and to develop a useable induction system. These problems which were unable to be overcome by the engineers at NSU were finally solved by Kenichi and his team culminating in the first production road car to be powered by a Rotary engine, the Mazda Cosmo 110S. The Wankel rotary was to go on and power a wide range of vehicles in the Mazda line up, and at the start of the 1980's the company decided that eventually all Mazda cars would be powered by the Rotary. Apart from the uniqueness of the motor's design it also was seen to offer great benefits in the area of exhaust emissions with greatly reduced hydrocarbon levels (Due to the hotter combustion temperatures). Unfortunately the Oil Crisis of 1974 saw the end of this plan, and very nearly the end of both the Rotary engine and indeed Mazda itself, due to the perceived lack of fuel economy inherent in the Rotary design.

In the lean years following the oil shocks Mazda eventually redefined the role of the Rotary to make use of its strengths, high power/weight ratio, small dimensions and smooth operation. This led to the restriction of the Rotary to powering Sports Cars and 'luxury' vehicles. The culmination of this philosophy was the RX 7 series of sports coupes.

I became a convert to Rotary culture in 1978 when I saw my first picture of a Series 1 RX 7 in Road & Track magazine. That car had it all lithe shape, great performance and an instant babe magnet, and all for \$4995 US. By the time they reached NZ the price had ballooned to nearly \$30,000. So I had to wait a while before I got mine. 1991 to be precise. However the wait was well worth it and I became a complete disciple of St Kenichi. That first RX 7 is gone now but the enthusiasm for all Rotaries remains strong. A large part of that enthusiasm is now taken up with models of Rotary Mazdas.

As you might think with a car as popular as the RX 7 it's various guises there are almost as many models and colour variations as for a Lamborghini Diablo. However I am not a collector of every colour or wheel variation so just a couple of the 26 variations on the Tomica Series 1 RX 7 will do me. What is of more interest is the wide variety of models of earlier model Rotaries such as the RX 3, Cosmo AP5, and the many Rotary powered race cars available. What I hope to do in this article is show not just the models already in my collection but also some of those that I would like to add. This month I will concentrate on the police cars.



One of the great things about being a Japanese cop is the variety of cars they get to drive. Not for them the boring Falcons or Commodores. For many years their motorway divisions have been issued with Toyota Supras, Nissan Skylines and of Course RX 7's.

Mazda is well represented in the model police car field with 23 different variations on this theme going back to the original L10B Cosmo (also known as the 110S). There are two model versions of the Cosmo. Diapet make a 1/40 diecast #192 in their catalogue. The other version is Tomica # 45(-1) in 1/60 scale. These are both Japanese market models only and are hence quite rare. The next Mazda to appear in Police guise is the R130 Coupe (a Japanese market only car) which carries No 231 in the Diapet range.



From here the police Rotary story jumps to the RX 4 which is again represented in the Diapet range (#298). The sole RX 5 police model is Tomica's #45(-2) in 1/64 scale.

Dandy 007 Series 1 RX 7 Police Car

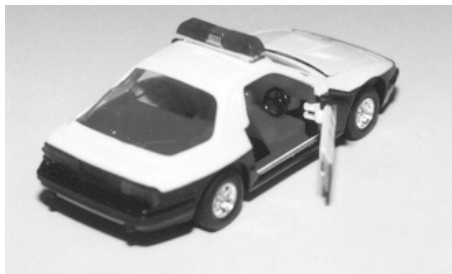
The arrival of the RX 7 brought a surge in the police model ranks with Tomica alone responsible for seven variations of the 1st generation, carrying cat no. 50(-3) in 1/60 scale. Tomica's 1/43 scale range goes under the name of Dandy and includes a Series 1 RX 7 Police version at No. 007 in their Catalogue. Apparently inspired by the idea of a larger version their competitors at Diapet brought out not only the expected 1/40 version (#1516 P57) but also a 1/28 version (060?? P58). Also in an odd scale (1/37) is a Shinsei diecast version, Cat No.416.

The second generation of the RX 7 (Series 4 & 5) is represented by Diapet (1714 P15), Dandy (DE-11) and Tomica 50(-4) which comes in three versions. Third generation police models known to me consist of Tomica 117 and a 1/24 Plastic kit by Aoshima (FD-3S version).

At this stage my collection consists of the Dandy models and Tomica 117. The Tomica comes in 1/60 scale and has opening doors. The lightbar is a distinctive V shape and is moulded in a transparent red. The only things to spoil the model are poor paint separation along the sides and the undersize 'speedwheels'. The model comes with a set of stick on decals for the police markings.

Dandy 007 represents a Series 1 RX 7. Additions to the civilian version are three circular red lights mounted at the front of the roof, a white plastic horn type siren on the right rear guard, a deflector on the bonnet (this is, I hope, hugely over scale for height). The doors feature Police markings in Japanese script (Well I assume they say Police!). A lever under the front operates the pop up headlights. Opening doors reveal armrest and handle detail on the inside door panels. The interior is stock with the dash moulded in black and the rest in red. One curious feature is a lack of floor behind the front seats.

The wheels are very nice chrome units featuring a realistic looking pattern. This is a real gem of a model.



DE 11 models the 2nd generation version. Again based on the civilian casting the additions are restricted to a more modern light bar and the police paint scheme. Opening features are the doors and bonnet. The bonnet reveals a very simplistic blob that could with a strong squint and a good imagination be an engine. Most of the detail put into the earlier model's doors is lost to some horrendous mounts for the mirrors. The interior is all in red except the steering wheel (black).

Again the rear passenger footwells are missing.

In the next part of this article I shall look at some of the early model rotaries.

Lee Tracey

TROFEU

Came across an interesting article on the net the other month. It is a translation of an article in the French magazine Auto Modelisme. Below are some parts of the article that may be of interest to members.

- Started in 1984 with a resin kit of the Peugeot 205T16 Tour de Corse. 350 sold only in Lisbon and Porto .
- Formed Replicar company in 1987 to manufacture diecast models.
- First model is the Ford Sierra Cosworth available from the end of 1988, sold 17000 between Mar – Dec 89
- Nov 90 release of second model Toyota Celica GT4. Sierra remains biggest seller with 25,000 units over 10 variations.
- 1991 36,000 Celicas sold, including 15000 of Works version. Company payroll grows to 12.
- 1993 bought mould for Galant VR4 due to Vitesse keeping all Portuguese mould makers busy. VR4 is least successful Trofeu to date. Celica 4x4 adapted from Doorkey road version at end of year.
- 1994. 33,000 Trofeu sold. Third 'real' Trofeu released (Mk1 Escort). Sales rise to 40,000 units
- 1996. Introduction of Subaru Impreza. Total sales rise to 60,000. Problems arise when Vitesse move production to China causing loss of shared distribution network and need to find new sub-contractors.
- 1997. Despite carry over of problems from 96 sales rise to 60,000. Le Mans winning Joest models introduced.
- 1998. Two new moulds introduced, Alpine A110 & Subaru Impreza WRC. Sales 75,000 despite drying out of older stock.
- 1999. Move from original house to new industrial unit, still in Espinho. Ambitions held in check as most work is still done by sub-contractors, mainly ex Vitesse suppliers. Replicar carries out only Assembly, Quality Control and Distribution. This limits production flexibility as small additional runs are uneconomic. Runs usually consist of 4000 units, even if the first version is only 1500 units. The mould run for the new Saab is 10,000 units. The moulds break even at 20,000 pieces for a simple one, or 30,000 for a more com-

plex one such as the A110.

- Trofeu see the two main issues in the industry as Licensing, and being first to the market with unmodelled subjects. These two factors see Trofeu moving towards more 'classic' subjects. Their next 4 releases are scheduled to be Mk2 Escort, Saab96, Fiat 131 Abarth and Porsche 936. (The rally cars are all eagerly awaited *Ed*)
- Release schedules may be delayed by special orders such as previous order by Prodrive for the Impreza WRC and the Portuguese Auto Club's order for all versions of the Fiat 131 that have won the Portuguese Rally, which must be completed before Trofeu's own version come to the market.
- Do not expect Trofeu to move production to China at any future stage as it is too far away for accurate control.

The above 'history' certainly proved a bit of an eye opener to yours truly particularly with regard to the relationship between Trofeu and Vitesse, and also the numbers involved for each mould. I for one am looking forward to seeing the new releases for this year. I find it amazing that these will be the first die-cast releases of the Ford Escort Mk2 in rally form.

Lee Tracey

Trofeu Escort Mk1 London – Mexico Rally winner Mikkola/Palm & Subaru Impreza 1995 RAC Rally winner McRae/Ringer



~~THATS NEWS? THATS NEW!~~

Thanks to Maurice Boyles for the Kit info below. Most should be available now or very soon from your local model shop. All are from new tooling.

REVELL/MONOGRAM 1/24 Plastic Kits USA (S) = snapfit

'57 Chev Bel Air 1/25 (S)	'63 Corvette Stingray(S)
'63 Chev Impala Lowrider	'63 Chev Impala Amigo Pack
'64 Chev Impala Hardtop Lowrider	'77 Chev Monte Carlo Lowrider (S)
Ford Thunderbird (S)	Shelby Series 1
Smart Car (S)	VW New Beetle
Firebird Funny Car MAD Magazine(S)	'32 Ford Hot Rod 'American Graffiti'
'40 Ford Convertible	

TESTORS 1/24 Resin(?) Kits USA

2000 Chev Monte Carlo NASCAR 2000 Ford Taurus NASCAR

AMT/ERTL 1/25 Plastic Kits USA

'39 Wagon Rod	'41 Ford Woody Hot Rod
'57 Chrysler 300C 2dr	'60 Ford Starliner
'70 1/2 Baldwin Motion Chev Camaro	'71 Dodge Charger
Black Force	Rumblin' Rambler

VITESSE 1/43 Diecast Portugal Sep/Oct Releases

VCC032 81 Fiat 124 Spyder	VCC064 80 Opel Acsona 400
VCC065 Mini Moke Cagiva Closed Conv.	VCC080 66 Opel Kadett B Coupe
VCC090 67 Austin 1300 Mk2 Lt Green	VCC096 Opel GT 1900
VCC116 72 Alfa Spider Junior 1300	VMC033 99 Corvette Le Mans Pace Car
VMC038 99 Renault Kangoo Pampa	VMC043 99 Mini Moke Macau Handover
VMC049 00 Porsche 996 Turbo	VMC050 99 Peugeot Partner 4X4
Millenium Series	
VML001 1899 Opel Lutzmann	VML024 1999 New Beetle

SKID 1/43 Diecast Portugal September/October Releases

SKC006 Fiat 124 Abarth 75 Safari	SKC020 Peugeot 205T16 85 Ypres "Belga"
SKM096 Mits. Pajero 00 Paris – Cairo	SKM106 Mercedes ML430 00 P-C
SKM120 Ford Escort WRC Test Car 97	SMC013 Mercedes 220SE 1 st MC 60

QUARTZO 1/43 Diecast Portugal September/October Releases

QFC015 March 701 Pescarolo	QFC025 Cooper Ferrari T51 France 61
QLM020 Jaguar D Type 1 st LM 55	QLM021 Jaguar D Type 2 nd LM 55
QLM022 Jaguar D Type Moss?Walker LM54	

ONYX 1/43 Diecast Portugal September/October Releases

XLM028 Porsche GT3 LM99 "Dave Maraj"
XLM037 Panoz Spider LMP LM00 # 11
XLM049 Panoz Esperante GTR-1 LM97 #54
XLM030 Nissan R391 LM99
XLM040 Panoz Spider LMP LM00 #12
XLM050 Panoz Esperante GTR-1 #52

2 WHEELS 1/24 Diecast Portugal September/October Releases

TWR034 Honda NSR J. Kosinski 99
TWR038 Ducati 916 D. Romboni 99
TWR050 Ducati 916 A. Gobert US99
TWR035 Ducati 916 C. Fogarty 99
TWR048 Ducati 916 T. Corser 99

KYOSHO 1/18 Diecast Japan

KYOV0650 Acura NSX White
BMW X5 3 colours
Lancia Stratus (sic) Rally Diorama
KYOV0904 BMW 328CI Dk Blue
BMW Z8 3 colours

KYOSHO 1/43 Diecast Japan

KYOV1107 Shelby Mustang GT350White
KYOV1138 Nissan Skyline GTR Racing
KYOV1149 Toyota Sports 800 Red
KYOV1147 Toyota Sports 800 '67 Fuji #6
Shelby Series 1 2 colours
KYOV1110 Shelby Mustang GT350 Conv.
KYOV1505 Lotus Elan S4 Sprint Coupe
KYOV1146 Toyota Sports 800 Racing Grey
KYOV1148 Toyota Sports 800 '67 Fuji #20
1936 Toyota AA Sedan 3 colours

ERTL 1/18 Diecast American Muscle USA

1968 1/2 CJ428 (Mustang?) (9)
70 Dodge Challenger T/A (9)
69 AMC AMX (10)
58 Chev Impala H/T 3 cols (10)
72 Pontiac Firebird T/a (12)
49 Mercury James Dean (9)
36 Duesenberg SSJ (Millennium) (9)
70 Chev Camaro Z28 (9)
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John Deere Blade (9)
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