

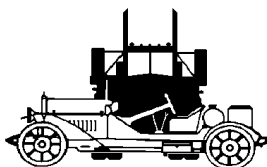
Miniature Auto

A publication for and by collectors and builders of model vehicles



1982 Autocar Concrete Mixer by Warren Piesse.

April 2003 Issue 203



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

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EDITORIAL

I must start this issue of MA with an apology. Not though for the lateness of the last issue which was due to matters out of my control. The issue that I wish to apologise for did come to light as a result of part of the publication process.

As many of you are no doubt aware by now the club is in need of a new treasurer due to the resignation of John Skene from not only that position but as a club member. Without airing too much dirty linen in a public forum, part of the problem for John was a sense of being taken for granted and not being sufficiently thanked for his input to the club.

The reason I need to apologise is that neither at the AGM nor in the last issue of MA did I thank Canterbury Branch and John in particular for the tremendous amount of work put into ensuring the AGM was a success for all the visitors. John was the person who organised the venue in the first place, then while the rest of us were enjoying the models shops and collection visits on Saturday John was doing a top notch job of setting the venue up for us.

Thank you John! The meeting would not have been anywhere near the success it was without you. Please accept this apology for not thanking you or the Branch at the meeting itself.

A wider issue this brings up is the reliance we as a club (and clubs in general probably) place on those members who may or may not be office bearers but are always very obliging in giving up their time and energy for the club. Do they get the thanks they deserve. Or is the club left wondering why the member has suddenly up and quit over some seemingly trivial matter. The proverbial straw that has broken the camels back.

These 'club' enthusiasts are vital to the running of each branch. If you don't believe me look at the most successful Branch (Otago) or at the difference at Canterbury either side of Bryan Hesseys period in charge. Yes there was a lot of other baggage associated with Bryan but his enthusiasm certainly made the branch a more vibrant entity.

I am sure most of these people would appreciate an occasional acknowledgement that the membership is aware of and thankful for their efforts.

Lee Tracey

PRESIDENTS PIECE

Last month I wrote to all Model Club Branch committees offering them some ideas towards increasing our membership numbers. Like all organisations today membership is a major problem and solutions are not always easy to find. I can think of several clubs in recent years that have either gone out of existence or have amalgamated with other clubs, simply to survive.

Our club seems to gain a few members each year, but also loses a few, so our net gain is minimal. We can all help by taking along a friend to our Branch club nights. Friends will possibly have other friends who may be collectors also.

A few weeks ago I came across a 1:18 scale model of an MGB GT. Nothing new you will think, as Corgi have had one out for several years. But this one was from a new manufacturer (Universal Hobbies) and like most models these days was made in China. The detailing and quality was equal to that of Autoart and at \$66.50 I just had to buy it.

Happy Modelling
Stan



Racing Champions ERTL 1965 Chev Biscayne as shown at the New York Toy Fair. The only new tooled scheduled for '2003 release in their standard range

BRANCH REPORTS

OTAGO

Otago Branch Christmas Picnic

Owing to a rainy day on the designated date for the Branch Picnic we held it on the other side of Christmas.

In an effort to attract more people along a grasskhana was added. However once again the usual wild bunch attended making the most of a fine if not windy afternoon.

An added attraction, albeit an impromptu one, was when Eric decided to match his skills at kite flying with Howard. Howard's kite made a great height while Eric's Gazebo made an impressive leap skyward only to land upside down while tethered to the van!

We left the grasskhana events a bit late in the day to get the full enjoyment, but that should whet the appetite for the next one. It's funny because I have had three attempts at introducing this grasskhana event, the first two being cancelled due to unforeseen circumstances. *(That'll be that lovely Otago weather -Ed)*

Next time we shall continue with the grasskhana theme and maybe kite flying so why not look at putting aside thoughts of scale models for one day and try your skills at 1:1 scale events. Bring your gazebo along & watch it fly! Special tips from Eric.

Maurice Boyles

SOUTHLAND

Models and Miniatures Display, Riverton

Once again we were invited to display at the Models & Miniatures Display at Riverton held this year on the 18th and 19th of January. Our display was set in the school gymnasium along with train tracks and other displays. Owen Dickson set up his display in the hall which was tied in with our display.

We had 949 models in our combined displays from the collections of Owen Dickson, Stephen Kelly, Paul Connell, Paul Thompson, Rosemary Connell, Allan Graves, Jeff Livingstone, Fred Hawkes and Mervyn Kelly. *(A great turnout of*

members disp[laying - Well Done all Ed)

In my opinion this display was better than last time, although the weather wasn't the best. Sunday seemed to be the best of the two days, as the public seemed to be coming in a steady stream all day. On our table we had a remote controlled Corvette sitting on top of 'The Green Eyed Monster', which did bring forth some comments. Above all I think all concerned had a great weekend. I would like to thank all who helped by displaying models and manning the stand during the weekend.

Stephen Kelly



Rear view of Warren's 1982 Autocar Concrete Mixer.

ATLAS CONCRETE MIXER

The inspiration for this project first came from the photos and accompanying article in "New Zealand Trucking Magazine" (May 1988, pages 40-43) of trucks belonging to Atlas Concrete of Kumeu and Takapuna.

For more information on the trucks I purchased from Ben Uncles, a keen truck photographer for many years in the North Island, reprints of photos originally taken when the trucks were working in the 1980s.

In 1984 Atlas bought, second hand from a large project in Sri Lanka, eleven of these 1982 Autocar trucks. The company converted them in New Zealand for use as dumpers and concrete mixers and for low bed work in the North Island.

The AMT Autocar DC Dump truck kit No. T817 was one of the first model truck kits I built around the time it was originally released in 1972. AMT was sold to Matchbox in the 1970s and they later re-issued the kit as PK 8403. It was this latter kit that I used for the basis of the model together with the ERTL Mack DM800 Rex Mixer No. 8019 from the same era which I used to supply the bowl and other extras. I have had both kits sitting "surplus" for some time.

Construction:

The kit was converted to right hand drive by modifications to the cab, chassis and dash.

The chassis had the steering box moved to the right hand side and during the construction of the chassis I increased the length of the chassis rails to accommodate an extra tag (lifting) axle that was added ahead of the rear drive axles. Different wheels were added all round the truck from the "spares box".

The dash was modified so that the dials and steering wheel were moved to the right hand side.

The new right hand side "driver's" door was cut open with a razor-saw. A hinge, made from flat brass and spring steel, was fitted so that the door could be opened and closed (see diagram 1). New slam-lock type door handles were also fitted to the cab from the "spares" box.

The bowl from the ERTL kit was too large for the intended model, so a 15mm section was cut from the bowl's length at the front of the "flat" section (with the

big X page 10). The two sections were then glued back together, giving a mixer bowl more suited to the scale and size of the intended vehicle.

The kit's rear mud guards had the ribs sanded off and were fitted to the rear chassis. The front chassis was extended to accommodate the hydraulic pump, in front of the grill and the gap between the front mudguards and the bumper was filled with flat panels either side. The front bumper was extended to curve around the entire front of the truck.

The kit's bowl ladder was repositioned to the rear of the truck and another section of ladder was added to extend its reach. A tap was scratch-built and hose was added using telephone wire (blue for effect). These were fitted to the rear of the vehicle.

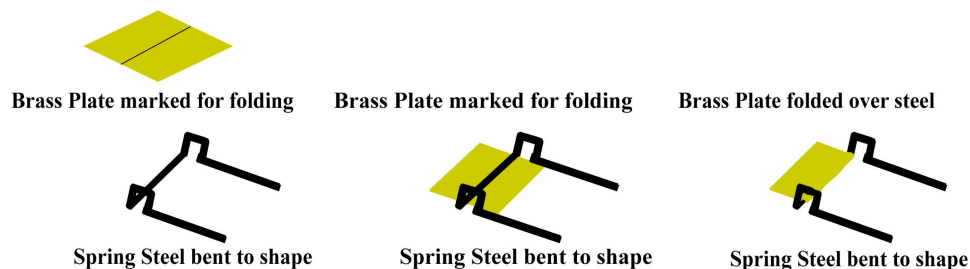
The model was painted with spray cans using an undercoat of Dupli-colour Sandable Primer for Enamels and Lacquers in grey for the cab and bowl. Then the cab and bowl were sprayed with Dupli-colour Lacquer in gloss white. These spray cans have different spray nozzles that produce a spray pattern similar to that of a full size spray gun, that is it sprays in an oval type pattern rather than a round, circular pattern.

The roof was then masked off to leave it white and the rest of the cab was sprayed with Plastikote Premium Water based enamel #595 Marigold Yellow as this seemed the best colour match from all the photos. This can be a risky move but I had no choice.

The chassis was then sprayed using Holts Dupli-colour Auto Spray Lacquer DSC44 Spanish Red - a Mitsubishi colour. This type of paint also has the oval spray pattern nozzles. The wheel hubs were sprayed gloss white and the rims, next to the rubber tyres, were then sprayed the same colour red as the chassis.

The detail of the sign-writing was achieved using different sizes of dry Letraset characters applied to clear water-slide transfer.

This model was built so that I had a new model to exhibit at the National Model

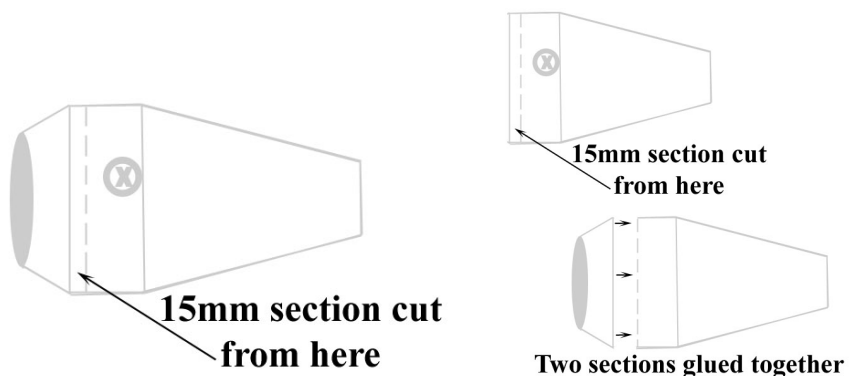


Truck Competitions that were held in Blenheim over Easter, 2002. This was the very first time the competitions had been held outside the North Island since the inception of the competition in the late 1970s.

Building was spread over a period of about six months with lots of weekend hours needed to finish it in time. Although not an exact replica of the vehicle Atlas used, the model is a good representation of it and it now sits in my model cabinet alongside the other, mainly New Zealand "rigs" I have in my collection. This collection consists of trucks I have seen on the New Zealand roads and decided to build models of.

If you are interested in seeing how one of these trucks looks now, see New Zealand Trucking Magazine, April 2002, page 29.

February, 2003



DEAR SIR,

The Fun of Collecting

Reading the Editorial in MA 202 about how Lee finally picked up the Diapet 198 from Carville, I couldn't help thinking what a fun hobby collecting models is.

I have always loved cars and collecting any models that are a good representation of the real thing. Having dozens of them in a showcase to look at now and though is only part of the fun. There are other aspects such as the social side of collecting - meeting collectors with all different interests whose specialised focus usually differs from your own but whose collections provide a lot of fascination and interest for other members to enjoy.

There is also the excitement of trying to track down a certain model (maybe colour/version) you want and having found it - next decision - will you pay the asking price or maybe negotiate? Then there is the other way around when you are offered a price in excess of what you paid several years ago for a model you don't particularly mind parting with if it enables you to buy another you really want, but would not otherwise be able to afford (or in the case of those of us with a wife, would not otherwise be able to justify buying!)

Getting back to the piece in Lee's editorial which triggered my writing this spiel, I have a number of models for which I waited a long time and remember the thrill of finally owning (although I have to admit, Lee, your waiting 10/11 years to get your hands on a particular model would have to 'take the cake').

May you all long enjoy collecting,

John Henderson

(So what is your longest hunt John? Can any other member 'beat' my 11 year wait? Ed)

INTERCARS

Manufactured Under Liscence in N.Z. by Tonka Manufacturing Ltd.

I am not sure of the years they were manufactured in New Zealand or when I purchased them for my collection because in those early days I never recorded the dates I made my purchases. I did record the prices I paid and the date of purchase would have been, I think, in the late 60s or early 70s.

Each model came in it's own plastic display case with a cardboard mount on the inside. The models were in 1:43 scale and were held onto the cardboard base by rubber bands. The cardboard mounting base had the words 'MANUFACTURED UNDER LISCENCE IN N.Z. BY TONKA MANUFACTURING LTD. AUCKLAND.' and also lists a total of 11 models.

The models are not good quality by today's standards but are very much a part of the history of New Zealand made models. The base of the models have the following cast into the base 'INTERCARS THUNDERBIRD< E1/43 REF 105. FABRICADOR ESPANA.' The models had opening doors and full chrome plated motors.

The following is the list of what I have in my collection.

No. 6 Lamborghini Marzal. Purple and white interior Paid \$2.50
No 101 Chevrolet Corvette. Green. Paid \$2.60
No 102 Ford Mustang. Black. Paid \$2.60
No 103 Chevrolet Camaro. Pale Blue. 2 of paid \$2.60 & \$2.50
No 104 AMX Javelin. Lime Green. Paid \$2.50
No 105 Ford Thunderbird. Blue. Paid \$2.50
No 106 De Tomaso Mangusta. Green. Paid \$2.50
No 107 Ferrari P4. Red. Paid \$2.60. Also has on base 'NARCORAL S.A.'
No 109 Lamborghini Espada. Purple. Paid \$2.50
No 109 Lamborghini Espada. Yellow. Paid \$2.50. Also has 'NARCORAL S.A.'
Fiat Ballila. Dark Green. Paid \$2.50. No writing on base at all
Fiat Ballila Buggy. Red. Paid \$2.50. No writing on base

The Fiat Ballila Buggy which has a roll cage on it is not listed on the cardboard mounting base.

Listed on the mounting base is a Mercedes C111 which I do not have in my collection.

Maybe some other members can fill in some more details as to what other models may have been made in New Zealand, and if so please write to the Editor to update this article.

Eric Brockie

Can any other members help with either the missing models from the range or even some more history on the production of these models in New Zealand. It seems from the writing on the bases and the responses to a web search using the term Intercars that these were originally manufactured by the Spanish (?) company Narcoral.

Also interesting is the very different number for the Marzal and the lack of info on the Fiats. Were these perhaps from a different source than the rest of the range? Any info on these gratefully accepted. As is information on any other New Zealand produced models.

During his time as Editor Ron covered Fun Ho! And Micro very well but what about the many other ranges produced here?



Two new McLaren M23 models on the Minichamps display at Nuremberg. The Yardley version includes Denny Hulme as the driver.

PIT REPORT

UNION MC22-2000 McLaren M7A

I am sure every member knows the story of Bruce McLaren, New Zealand's most influential Race car driver/engineer. While his cars struck almost instant success in the Can Am series for Group 7 cars he struggled to find success in Formula 1. Much of this was due to the abysmal quality of the engines used in the early cars. However with the arrival of the Ford Cosworth DFV for customer use in 1968 things finally started to look up. To make use of the new engine Bruce and team designed the all new M7. Design wise the car was fairly conservative except for the use of mallite, a cardboard honeycomb with outer layers of aluminium, in the monocoque construction.

The M7 was to serve the team well with A,B & C variants gaining the team its first successes. In fact the team's first Grand Prix win was at Belgium when Bruce mastered the tricky Spa circuit in 1968.

To my knowledge these cars have only been modelled twice in plastic in any scale around 1:24. Heller produced a kit of The Mac-Laren M7B whilst Union of Japan produced a M7A in their Collection Rememoratrise. Funnily enough I believe these kits were made from the same moulds.

Earlier this year I had the chance to purchase one of the long out of production Union kits to go with the Heller I already have (but which I can't find in THE stash). While I will not build the kit for some time to come I thought members might be interested in a review of the components.

The kit comes in a plain Black box with orange writing in French. No pictures. Once you open the metal stud catch you are greeted by three plastic bags containing tyres, 2 chrome trees, and finally 2 white trees of body parts and a silvery grey tree of engine parts. A pocket in the lid contains another plastic bag, this one containing the clear plastic tree, decals (such as they are) and a further smaller bag of coil springs. Also contained in the pocket is a sheet of colour photos of a completed model and a 10 page fold out booklet containing the building instructions.

The instructions while detailed are mostly written in Japanese with only each segment title and MOST paint colours called out in English as well. However with the many explicit diagrams the lack of any real English instructions is no handi-

cap. The colour sheet as well as having the pictures has writing in both French and Japanese. Unfortunately the French that I can decipher seems to bear no relationship to the car modelled. It is unfortunate that nowhere does it say which race the car is meant to represent. This is particularly important given the many changes in configuration with regard the fuel tank pontoons. The car is modelled with both left and right tanks fitted. Obviously some research will be needed if an accurate replica is to be built. The decals represent only Bruce and the race number in addition to the minor signage for the sponsors.

The chrome parts are all well moulded and have a deep even coating of chrome. The only faults are the locations of some of the mounting points, such as those half way along the suspension arms, meaning great care will have to be taken to prevent a complete strip down. There is only very minor flash on a couple of parts, as is the case with the unplated trees. All ejector pin marks are located so as not to show when the model is completed. There are no sink marks anywhere. Detail on the parts is all very crisp.

All in all this is a well manufactured kit that despite its age puts much of the modern US product to shame and is probably every bit as good as comparable Tamiya of the same period. This is certainly a kit worth searching out and paying that little extra for if you are a fan of New Zealand's F1 Team.

Lee Tracey



The Union McLaren M7A as depicted on the kit supplied colour sheet.

SCALE SEEN

Just after the last issue of MA went to press all the news from the major toy shows at Nuremberg and New York came through. News from US companies was not too encouraging (perhaps reflecting the economic slowdown in that country) but the European and Asian firms showed some interesting new models.

Seen at New York (and now imported into NZ) were Highway 61's new release Hudson Hornets in both street and NASCAR (Teague & Thomas) versions. 67 Olds Convertibles, and Saturn sedans all in 1:18.

Incidentally when in my local model shop today they had just received their first shipment from the new NZ distributor, which included the 'Hairy Hurst' Olds and 61? Barracuda 'Hemi Under Glass' drag cars as well as a 'Farmer' Arnie Beswick Pontiac Drag car. Sorry I am not more precise on this but someone was buying it as I arrived!

Anson Models, parent company of Signature Models as well as their own branded ranges, have been sold to Racing Champions resulting in an apparent serious drop in quality levels according to one reviewer at NY.

TV & movie theme collectors will like Racing Champions/ERTL lineup this year with Drag-U-la, The 50 Mercury from Cobra, Shaguar and Animal House 'Death Mobile' all slated for release.

The Anson moulds are to be used for a new 'Grand Marques' range. A new range of Authentics will replace the Precision 100 range which Ford has taken away from RCE. Authentics will be to the same standards but will model a more diverse (read anything except Ford) range of cars. The only new tool in ERTLs standard range was a '65 Chev Biscayne.

Many of you will by now have seen the James Bond models put out under the 'Beanstalk' brand. Get used to this name and some quality models. Beanstalk is owned by the Ford Motor Company, 'and will heretofore supervise and oversee the licensing, design, and manufacture of any and all things Ford related'.

Johnny Lightning showed a 1:18 T Bucket.

From Mattel we can expect Caddy XLR, '66 Pontiac GTO Slammer, '53 Corvette Pro Street, Diablo R, low buck Nissan 350Z all of which are apparently good value for money. Dick Marquand will I am sure be glad to hear of the 1:18 Enzo to be added to the Ferrari range with a definite improvement in quality.

Also noted Sun Stars 57 Caddy Eldorado Brougham and 62 Nova. Motor City Classics Airstream trailer. The big trend Tuner models everywhere.

My Jagermeister collection looks to be in for a major expansion if Nuremberg was any indication. Alongside the recently released BMW M3, and F2 March from Minichamps are a 1:43 Porsche 934 and March 761 from Minichamps, 1:18 BMW M3 from Minichamps, 1:18 Trabis for Replicars (a large German retailer I believe, not the Trofeu parent co.) a NSU from Schuco.

Norev displayed some stunning 1:43 diecasts including a Mercedes AMG SL55 with working folding metal top. Also on display were some very nice Peugeot concept car models as well as the latest road cars from Peugeot, Citroen and Renault.

Schuco had a varied display with featuring items as diverse as 1:10 WW2 BMW Motorcycle & sidecar, Latest DTM racers and vintage (or nearly) tractors in 1:43.

MR Collection budget line Look Smart had quite a range of models on display at Nuremberg including Audi Rosemeyer Concept in 1:43, Alfa OZ coupe and a stunningly detailed range of Ferraris including a chrome 250 LM with full engine and chassis detail (unfortunately the photos do not have enough contrast to reproduce in the mag) and a series of F1 cars with removable cowlings.

On the New Zealand front apart from the new distribution of Highway 61 mentioned earlier Ebbro models are now available, or they will be when a second shipment arrives, through Formula Zone. Also spotted in my local shop are the Dub City range of models. Done in a similar style to the muscle machines but without the caricature shape to the bodys. Seen in both 1:24 and 1:64 versions.

As well as the ebbros which I saw at the National Motor Show here in Hamilton were Dealer edition Mazda RX8 models. Doing a good sale on 2000 LM Spark models was John from SPR who showed me the release schedule for spark models for 2003. Bad news for my Mazda interests after last year but very good news for Cunningham fans with CR 2, 4, 5 and 6 all listed for release. As well as the 02 and 03 Le Mans cars. He has promised to let me know when they become available.

THAT'S NEW? THAT'S NEWS!

AUTOart Diecast 1:43 China 2003 Release list

Chrysler PT Cruiser 2 colours	51531 Chrysler Panel Cruiser Blue
'03 Dodge Viper SRT-10 Prototype 3 cols	'01 Subaru WRX Wagon 3 colours
Alfa Romeo 1750 GTV	Jaguar E Type Cabrio S3 V12
Lamborghini Diablo VT	Lamborghini Diablo SV
Lamborghini Diablo VT	Lamborghini Diablo SV
Lamborghini Diablo 6.0	Lamborghini Diablo Roadster
Lamborghini Muira	'02 Lotus Elise
'03 Maybach 57	'03 Maybach 62
MGB GT Coupe	MGB GT Roadster
Mazda RX8	Jaguar C Type 1 st LM53
'02 Ford Focus WRC Sainz Catalunya	'02 Ford Focus WRC C. McRae MC
Mistubishi Lancer EVO7 Makinen GB01	Mistubishi Lancer EVO7 Delecour MC02
Mistubishi Lancer EVO7 A. McRae MC02	

SUNNYSIDE Diecast Various China

SS5681 '55 Chev 3100 Sside w/S/board	SS5682 '55 Ford F100 with Surfboard
SS5683 Toyota RAV4 S2 with Surfboard	SS5740 '40 Ford Deluxe 5 window Coupe
SS5743 VW New Beetle	SS5746 '67 VW Beetle
SS5780 '40 Ford Woody w/ surfboard	SS5781 '55 Chev Bel Air with surfboard

KYOSHO Diecast 1:18 Japan

KYOV0100 2002 Mercedes E Class Silver KYOV0101 Mercedes Benz CLK

CORGI Diecast UK

US50306 M48 Tank USMC 1:50 (6)	US50409 UH-1B 227 AHB 1 st Air Cav. 1:48 (4)
US51102 M106 Mortar Track US Army	US51204 AH-1 Cobra HML-367 1:48 (6)
US50508 Seagrave 70 th Shippensburg PA	US50807 Seagrave K Kansas City MO (6)
US52008 Mack CF Pumper Bethpage NY	US53507 ALF 700 Conshohocken PA (6)
US06004 '74 Dodge Monaco Chicago PD	US51903 Sioux Helicopter Chicago PD (5)
US54405 Scenicruiser Greyhound (5)	US55026 PCC Car Detroit DSR (av)
US55027 PCC Car Chicago DSL (6)	

IXO Diecast 1:43 China

RAM088 Peugeot 206 Gronholm Fin02	RAC016 MG Metro 6R4 M. Duez 'Belga'
GTM007 Ford Mk4 McLaren 1 st Sebring 67	LMM035 Dodge Viper GTS-R Carspot
LM02	
LMC032 Toyota TS010 #7 LM92	MOC016 Mitsubishi Lancer EVO7 Ralliart
CLC023 '47 Renault 4CV	CLC024 '88 Lamborghini Countach 5000QV
CLC025 Countach LP500S Walter Wolf	RAB024 Suzuki GSX-R 1 st LM02



Above: Something for the tractor fans. From the Schuco stand at Nuremberg.

Right: CorgiUS54405 The classic Greyhound Scenicruiser.



Below Left: ixo GTM 007 The 1967 Sebring 12 Hour winning Ford Mk4 of Bruce McLaren and Mario Andretti
Below Right: ixo RAC016 MG Metro of Mark Duez





Left: Minichamps new jagermeister single seaters F2 March on the left and March 761 Fi on the right. Look carefully in the background and you can just make out a McLaren M19

Below: Look Smart Ferrari 312T.

Bottom: Norev Mercedes AMG SL55 with working folding metal top

