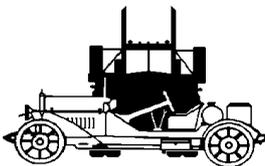


Miniature Auto

A publication for and by collectors and builders of model vehicles



An Adventurous French Dinky Peugeot Van



October 2003 Issue 206

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

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IN THIS ISSUE

Editorial	Page 4
President	5
Canterbury Branch Report	6
AGM Information	7
Ron's Ramblings	8
Model Scrutineer	10
A Pair of Pauls	12
Pits Report	13
From IHME	15
Ford 100 Years	16
Scale Seen	17
That's News? That's News!	18



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EDITORIAL

So November is almost upon us again. Not long 'til Christmas, or the AGM, or the cut off point for remits to the AGM. I know some people will argue that we shouldn't need any remits or changes to the constitution after 30 odd years. Others however see them as a part of the process of keeping the club alive and relevant in a changing world.

To this end Carville has raised the subjects of club direction and what we provide to new members at each of the last two AGMs. There were more questions and answers to both problems at the time. No answers to either seem to have been forthcoming during the period since either. Maybe it is time for Branches and members to revisit the question 'What can we offer a prospective new member of the club who is 16, 22 or 30+ etc?'

Should we even worry about the first two age groups, and just accept that the hobby seems to be for older generations? Or are we going to put some real effort in the kit side of the club which is where the most opportunity exists for attracting new young members. Discuss the questions NOW so that there are some answers for the next AGM (Jan 17, UFS Hall, Invercargill). Because I am sure the question will be raised again. It is after all the most important question facing the club, and is at the very core of the Club's survival. Current attractions (?) discussed at previous AGMs included MA, the Club website, Insurance, Discounts, valuations, social side. Are these truly attractive? Are they even being done properly should they attract members?

I am prepared to say they are not in both questions. That especially includes Miniature Auto over the past 12 months. But how is it supposed to improve if the editor (whether it be me or anyone else) has to work in a feedback/contribution/information vacuum. Same for the other attractions.

You will note that the magazine is a little thicker this month. Apart from the two model reviews there are also a couple more member profiles from Southland Branch members. Well done guys! Now how about a few from members in other branches? Reviews of other peoples recent purchases would also be very welcome.

Lee

PRESIDENTS PIECE

One night recently a travelling salesman with a boot full of model cars pulled into my driveway and unloaded cartons of models to show off his latest range of stock.

This was great, I thought, no need to go looking at model shops any more. Who might this salesman be you might ask and are his prices competitive? Well the answer is that Eric Brockie was the man, from Miniatures of Transport and his prices are very good. I ended up buying a Horch 851 Pullman 1:18 scale which is a rather large model measuring 12 inches in length. That makes the full size car 18 feet long (approximately). It is a very well detailed and finished model.

We are now into a new financial year and Christmas is looming up fast. At the end of the last financial year (31/8/03) our membership stood at 84 members. Remember to pay your subscriptions as soon as possible as they are now overdue.

The December issue of Miniature Auto is only sent out to financial members.

Happy Modelling

Stan



A pair of Ford ute releases from Classic Carlectables. On the left a 1934 model and on the right Warren Luffs 2002 Brute series winning AU XR8

BRANCH REPORTS

CANTERBURY

Canterbury continue to meet on a regular basis (approximately once every six weeks) at members homes.

In the last month we have had a banner made for use at displays and public events.

Club member Peter Haack arranged a model display at the Classic Car Show held recently in Christchurch. Peter's report follows below.

Vanessa Beauon

Classic Car Show Display

On the weekend of the 23rd & 24th of August there was a Classic and Sports Car Show held in Pioneer Stadium, Christchurch. On behalf of the Model Vehicle Club I put a display of models on three tables (65 in all), set up in the foyer just outside the main hall. The display was well lit up and on pale blue sheets, looked nice and bright with good light above. I arrived there and set up before 9.00 am then in came the people. The crowd came in almost constantly on both days, and a lot of people had a second look on their way out from the main show. I had help to watch the display while out for lunch, etc by Canterbury Branch Members. Many thanks to Stanley, Vanessa, and John Henderson who also assisted with setting up and taking down the display. Hopefully we may have gained some new members.

Peter Haack

My apologies to Peter here. Following my piece in the last MA regarding displaying at local Ford dealers I received a note to state that Peter had tried this in Christchurch but the Dealer had shown no interest in such a display. Unfortunately I have lost that letter.

AGM INFORMATION

Schedule of Events

To be held in the UFS Hall, Tay St, Invercargill; on the weekend of 17/18 January 2004.

Friday 16th

BYO Social Evening to be held at Russell Corbett's home, 71 Matua Rd, Otatara, Commencing 8 pm (Southland Members bring a plate).

Saturday 17th

9 am - 10 am Models to be set up for judging. (If anybody is going to be late, 10.30 is the cut-off time for models to be set up).

Judging to start at 10.30 am

10.30 am Annual General Meeting to start.

A special treat for all who attend the AGM is that we have organised a guest speaker to speak for about 20 minutes before the AGM starts.

Noon - 1pm Lunch Break

1 pm AGM continues

3 pm Afternoon Tea

Afternoon Tea to be followed by Prize Giving

7 pm Dinner at Workingmen's Club, cnr Esk & Jed streets. Meal at your own cost.

Sunday 18th

10.30 am Visit to Fire Museum (cnr Jed & Spey Streets)

Noon Lunch at Pauls Car Gallery, 16 Ferry St Wyndham

Notes

Sales tables will be available if required.

The UFS Hall Committee have asked that members do not park vehicles in the alley next to the Hall as the parks there are reserved for other people. It is suggested you may stop there long enough to unload then find parking elsewhere.

There is ample parking in Forth St.

Registration costs \$5.00 and is payable to Southland Branch.

Further information available from the Southland Delegate (Paul Thompson) or Stephen Kelly

RON'S RAMBLINGS

Adventures of a Dinky Toy.

Many (hundred) moons ago, when there were more model car collectors than you could shake a stick at, all clamouring for the latest Matchbox Yesteryear release, a certain Southern gentleman was importing obsolete models by the crate full. Rest assured, this gentleman is not a member of our Club. This activity led to problems for many other collectors in New Zealand, but that is another story... From time to time, the gentleman put out lists of models he had to sell and I must admit that I did purchase some from him, even though the prices were on the high side.

One such acquisition of mine was a French Dinky Toy 25B Peugeot D3A van. Now the normal issues of these vans came in either 'Lampe Mazda' colours of green and yellow or 'Postes' in plain green, but the one I received was plain dark blue with no advertising signs. It also came in a 25BV Lampe Mazda box, which was a bit confusing. I must admit I was a bit disappointed at this plain van, even though it was almost mint.

Anyhow, it was duly added to the collection and I scoured the reference books to find out more about it. In Jean-Michel Roulet's book, 'Histoire des Dinky Toys Francais' ('History of French Dinky Toys'), which is printed in French and English, there was some pre-production Peugeot vans listed of which was in dark blue but with red wheel hubs (mine was all dark blue). Besides, later in the van's production, the inside of the roof was given a criss-cross pattern, presumably to assist the release from the mould. My version had the criss-cross underside of the roof, so it could not be a pre-production version. So there the mystery languished.

Much later in time, there was a report in the model press from an auction at a French auction house where a French Dinky Peugeot 403 saloon model was sold for a goodly sum. The reason for the interest was that the model was painted a special colour not used on the normal production run. This was because the Peugeot was a promotional for either the Peugeot factory or one of their selling agents (the literature is not too clear on this point.). Anyhow, the article also mentioned that there were some vans also produced for the promotional run and they were in several colours including all over dark blue. So that solved the problem of the existence of the van.

Coming forward in time to this year when I decided that since I had acquired the other two versions of the Peugeot D3A van, I might try to swap it for a casting

that I did not have in the French Dinky range. Failing that, I would sell it and use the money to buy the items I wanted. To that end, I contacted a few French dealers (you always get the best price for a model from it's country of origin). None were particularly interested although they all said the model was very rare. So then I thought I'd try a well-known auction house in France, and I had an almost immediate response to my e-mail. In the end I decided to send the model across for one of the sales.

Now to send a 'valuable' from New Zealand is difficult, as the Registration and Insurance offered by the New Zealand Post are not adequate unless you opt for their Courier service. OK that is over \$50 for the item I wished to send, so I guess I would have to have it. So that meant filling in vast numbers of forms and coughing up the cash. The transit time to France was only 2 – 3 days, so that was a bonus – or so I thought! After over a week, I contacted the auction house and they said that it had not arrived. Fortunately with the courier service, the item can be tracked on the NZPO web site and also their agent DHL. From this I found out that it was languishing in the Customs in Paris. Two weeks later (!!) (three weeks total), it was listed as 'on local delivery' and I was able to e-mail the auction house to say 'look out for it'. Half an hour later they e-mailed that it had finally arrived but cost them 62 Euro in duty. (That comes off the final price). In some ways the expensive courier was worth it in as far as being able to track the item and also to their credit, it did get to Paris in 3 days and it was the Customs that held it up.

After seeing the Peugeot van; the auction house said although it was not mint, it could be worth into the thousands of Euro. By coincidence they were just about to sell a similar model but in grey, a slightly more common colour, and that finally fetched a sum just above the one I was quoted for mine. That looked promising. After another wait of several months for the next auction and the catalogue finally arrived. The model was featured with an estimate of higher than that was first talked about, BUT with all auctions, there is no guarantee of price achieved and in my case the model only reached the starting price.

It was an interesting exercise even though the model did not fetch the predicted high price, but it was still more than I would have got anywhere else. Better stick to collecting and not investing!?

Keep on collecting,

Ron

MODEL SCRUTINEER

CLASSIC CARLECTABLES Ford XR8 Ute

Aussie company Classic Carlectables are best known for their ever improving range of V8 Supercars in both 1:18 and 1:43 scale. However this year the company has branched out with a series of Aussie ute releases. The first three releases comprised a history of Holden utes with FJ, HQ and VU models being available. The fourth release in the series is the first Ford. Labelled as above the ute actually represents an AU model Falcon. Hopefully upcoming releases will include earlier models in the Ford range, maybe even a Mainline?

The AU Falcon was not Ford Australia's best design and the conversion to a ute did nothing to really improve its looks. However CC have captured this awkward shape well. The high gloss Black paint of my version shows no flaws either in the paint or the casting, quite an achievement in this colour. All lights are represented by separate plastic inserts with the exception of the side repeaters. All signage is crisp and readable with nothing out of register. Separate wipers and mirrors (with reflective faces) complete the exterior.

The tray is rendered in black plastic which means some of the detail does not look as crisp as it could. The overall effect in this area reminds me of a Tufdek liner. The model comes with three choices of cover for the rear deck. There is a hard cover, a soft cover and a sports bar with fitted cover. Nice idea except that the only one that comes even close to fitting properly on mine is the soft cover. The hard cover is both too long and wide, while the sports bar does not fit properly into its locating holes and would need to be glued in place if the model is to be displayed this way.

The wheels are well rendered complete with brakes and callipers visible behind them. The interior is dominated by a very boring grey colour scheme relieved only by the gear lever and some blue trim on the steering wheel. Of course the real cabin is just as boring colour wise. The instruments are depicted by decals that are too hard for the tired editorial eyes to see for clarity checking. But they look ok from the outside. The driver's window has been modelled in the down position so that it is possible to see most of the interior detail which is generally well done with the exceptions of the stalks on the steering column which look way over scale.

The baseplate features plenty of detail cast in as well as separately moulded

exhaust, drive train, suspension and spare wheel with rubber tyre. Interestingly the underbody is painted a light grey rather than the body colour. All the extra pieces are correctly detailed.

All up a very nice model in a limited edition of 2500. Though I presume that is 2500 of this colour only as there are at least two other colours available and no doubt more to come, including Brute Racing versions. I certainly look forward to adding more of these utes from Classic Carlectables to my collection.

Lee Tracey



Above: The Narooma Blue version of the XR8 ute as released by Classic Carlectables as part of the Ford 100 years set. This photo is included rather than one of mine due to the difficulties of getting a good reproduction of the Black model. For a really good photo of the Black version check out the Model column in the October NZ Classic Car.

A PAIR OF PAULS

Hi Everyone, I have been collecting models for about 35 years. My first model being a Dinky ambulance which my father brought back from Australia for me in 1967 (I think it was). I still have the model and am in the process of trying to restore it to as close to original as possible. I then moved onto collecting Matchbox models and building the odd kit. In recent years I have changed to collecting Hot Rod and Muscle Cars ranging from 1:43 to 1:18 scales, and some Hot Wheels cars which I like. I am also getting back into building kits.

My latest readybuilts are the 1:24 Jadatoys Streetlow 1953 Chevy Tow Truck, which has been finished in a very nice metallic blue, and the 1:18 'Fast & Furious' Toyota Supra. My latest kits are a 1:24 1995 Toyota Supra (Fast & Furious), a 1:24 Revell Datsun 510 and a Tamiya 1:24 Subaru Impreza which I intend to build as Possum Bourne's car in which he competed in Rally New Zealand. I would be willing to do a review on these kits once they are completed (*Yes Please - Ed*).

I have been a member of the NZMVC since about 1977. I enjoy going to different peoples houses and seeing what is new in their collections. I also like displaying at shows and catching up with out of town members when possible.

Paul Connell

About 20 years ago I started collecting readybuilt models. From then on things have gone from 10 models to 6,575 models in 2003. In 1997 Pauls Car Gallery, my model vehicle museum, was built. I collect anything from a Mini to a full scale bicycle. The stuff that's coming out now is so detailed and interesting that collecting in the future is going to be really neat. My favourite teams to follow and collect models of are 555 Subaru, Ferrari F1, HRT Holden and Brute racing. The models in my collection are a pleasure to dust and a wonderful hobby to enjoy. Kits don't spark me much, I suppose I haven't got the time or patience to build one. Always too busy.

If I keep collecting the museum will have to be extended out. It is full of anything that moves and is linked to Automobiles and Transportation of the past and future. My club and Club members make being a collector a real neat and interesting experience. So good collecting and finding those really exciting and wonderful models that are out now.

Paul Thompson

PITS REPORT

MINICHAMPS 530734307 McLaren Ford M23 D. Hulme



Much anticipated since the first M23 release last year (the Villeneuve and Hunt versions, in Marlboro livery but without the dreaded Word) is the newly released Yardley version available with either Denny Hulme or Peter Revson as drivers.

Number 36 in the McLaren collection the model has no information identifying which race it comes from, only the fact it is a 1973 model. I am rather disappointed by

this as there are several significant races they could have modelled of this car especially from the 1974 season, Denny's last.

Showing the increasing sophistication in 1:43 die cast these days the model comes with removable cockpit cowl and airbox as two separate pieces. Amazingly these even fit into place with only a little warpage at the rear of the cowl on my example. This allows the collector to show off the very nice engine detail although there is a noticeable lack of plug wiring. The very visible rear suspension and gearbox are very well cast in plastic. Sitting above all this is the large single element rear wing which has been well moulded with nice chord definition through the airfoil part.

The body catches the simple elegant shape of Gordon Murray's design really well. As you would expect from Minichamps there are no blemishes either in the casting or the paint finish. The orange in the sidepods and on the nose band looks 'right' though it is only a shade or two darker than that on the Can am models which look wrong. With the cowl removed the two worst parts of the model are revealed. The front roll hoop and dash steering wheel assembly looks very thick and clumsy. Which same cannot be said of the driver figure. Below the helmet which looks okay is the skinniest Denny Hulme you are ever likely to see. The arms are especially poorly proportioned.

Decals are all clear crisp and readable. Wheels while almost invisible in their black colour scheme are nice and crisp and mounted with soft 'scrubbed' slicks.

A nice model but not as far ahead of the field as Minichamps used to be. Would have been so much nicer if it had commemorated something such as one of Denny's two wins in the car or even his last GP.

Lee Tracey



FROM IHME



Above: New releases in the GMP range of Dragsters

Right: Kyosho's Lancia 037 with clear body.

Below: Kyosho Ferrari Daytona Competizione.



FORD 100 YEARS

Members may be aware of the model sets released by Ford in the USA and Europe to commemorate their Centenary. After some delay there is now an Australian set. For reasons best known to themselves the Ockers have departed from the method of the other sets and have released several of their set in two different colour schemes. The Models are made and distributed by Classic Carlectables. The set comprises

1933 Ford V8 Coupe 2 colours 1965 Cortina GT500 2 colours
1967 Falcon XR GT Gold 2002 Falcon XR8 Ute Blue

The following are reboxed Minichamps Centennial models
1914 Model T Touring 1949 Ford Custom Convertible
1964 Mustang Convertible 1969 Capri Mk1
1971 Escort Mk1 2004 Ford GT

Right: The Australian 1933 Ford V8 which apparently differs in several areas from the US version.



Below: Green Cortina GT500.

Below Right: 1967 Falcon XR GT



SCALE SEEN

For those members who may be less than ecstatic with the 1:18 Ferrari offerings from Mattel keep your eyes out for the new releases from Kyosho. Out for a while now has been the road version of the Daytona. Due for release about now are a 308 GTB, a 365GT4/BB and, looking at the blurb that came with my latest purchase from Biante in Oz, a gorgeous Daytona Competizione. I would be in like Flynn if they do a 1:43 version.

Dodgy doings in the world of 1:43 hand built with rumours on the Internet of the closure of well known Italian firm BBR. Seems that either the ongoing feud between the brother who owns BBR and the brother who owns MR Collection resulted in a tip off to the police about BBR's retail outlet Gasoline Models selling ciggy branded models (illegal in Italy). The police raided the shop and apparently confiscated much stock and charged the owners. The other rumour suggests the tip off may have come from Marlboro themselves.

The annual IHME show was recently held in Chicago. Various factors including a new show 'Hobby Visions' due to be held in Las Vegas 9 - 13 October meant a lower turnout of larger members of the hobby trade or smaller stands from those who did attend. Some sights from the stands include

Airfix/Heller 1:12 Honda RC211V and 1:12 Yamaha YZR-M1.
1:24 Ford Focus WRC '02, Peugeot 206 WRC '02 Safari, Honda RC211V.

AMT/ERTL 1:25 '65 Buick Riviera, '69 Corvair, '71 Mustang

Johan 1:25 '59 Rambler wagon

Revell/Monogram 1:24 series of NASCAR releases including #40 Coors Light Dodge, also the Green Hornet (re-release?).
1:25 releases are mainly Tie Ins with Low Rider and Street Scene Magazines. Of note a 2004 Corvette Z06.

Shortly after the last issue of MA went to the printers Ian sent me a note to say that the Club Website is number 1 on google (the Internet search engine). Have just checked using Ian's search term 'Model collector New Zealand' and lo we are still the number 1 response.

THAT'S NEW? THAT'S NEWS!

CLASSIC CARLECTABLES 1:43 Diecast Australia

43510 '02 VU Holden BrUte #22 J. Brock 43541 '34 Ford Ute Grey
43544 '02 VU Holden BrUte 'Kanga' 43548 '02 AU Falcon BrUte #40 W. Luff
43557 '03 AU Falcon BrUte 'Coopers' 43564 '34 Ford Ute Cream
43583 '02 VU Holden Motorsport Ute

CLASSIC CARLECTABLES 1:18 Diecast Australia

18047 '02 VU Holden SS Ute Red Hot 18050 '02 VU Holden SS Utester Concept
18052 '@ VU Holden BrUte J. Brock

CC will also be producing models of the following V8 Supercars Team cars

Holden	Ford
Team Dynamik (Wills/J. Richards)	Stone Bros (Ambose/Havoline)
Garry Rogers M/sport (Repco/valvoline)	Ford Performance Racing (Seton/Lowndes)
Perkins Motorsport	Dick Johnson Racing
Team Kiwi	Supercheap racing
Paul Morris	Orrcon

TRAX 1:43 Diecast Australia

TR53 '62 EJ Holden Panel Van RACV TR53B '62 EJ Holden Panel Van RAA
TRS21B '62 EK Holden Hell Drivers Twin Set

TRUX 1:64 Diecast Australia

TX4 Kenworth T600 Toll Holdings TX4B Kenworth T600 Lindsay Brothers
TX1C Daimler CV Single deck Bus Manly Wharf (Route 136) 1:76

REVELL Various Plastic Kits Germany

7236 Sauber Petronas C22 1:24 7492 '32 Ford Street Rod 1:8
7537 Scania 144 & Trailer 1:24

VANGUARDS 1:43 Diecast UK

VA4408 Austin A60 Portugese Taxi VA6406 Vauxhall Cresta Legion, Oz taxi
VA2512 Mini Cooper S 40th Ann. Red VA4508 Austin Allegro 30th Ann. Damask Red
VA5005 MGA Open MG 80th Ann. Beige VA5308 Triumph Dolomite 30th Ann. Black
VA2615 Hillman Imp 40th Ann. White VA8800 Daimler Sovereign New Tooling
VA8700 Vauxhall Viva HB New Tooling VA8900 Austin 1800S New
VA8205 Triumph 2.5 PI Mk2 Signal Red VA6306 Morris Marina 1300 Sunglow
VA5208 Ford Granada Mk1 Purple Velvet VA317 Austin A40 van 'Birds Eye'
VA7603 Land Rover 'Telecom' VA8901 Austin 1800 Hidden Treasure
VA3808 Vauxhall Victor F Ser. Hid. Treas. VA5103 Austin Healey 3000 Closed
VA7302 Cortina Mk1 GT Bob Jane VA6405 Vauxhall Cresta Philip Is. 60 F. Coad
VA8401 Jaguar Mk2 ATCC63 Bob Jane VA4605 Ford Zephyr Mk3 Swedish Police

VA5508 Consul 3000GT Antwerp Pol.
VA5803 Morris Minor Panda Car
VA6510 Rover 3500 Traffic Police
VA8701 Vauxhall Viva Boy Racer

VA7901 Porsche 365 Stuttgart Autobahn Police
VA8902 Austin 1800 Diplomatoc Protection.
VA7201 Ford Popular Boy Racer
VA2614 Hillman Imp Boy Racer

MINICHAMPS 1:43 Diecast Germany

402 036996 Daytona ;73 & ;03 Winners
430 052104 '53 VW Beetle Green
430 802590 BMW M1 Procar 80 BASF
439 360006 MB O3500 Bus Brown/Beige
530 744305 McLaren M23 Fittipaldi 74WC
430 040402 '52 Opel Olympia
430 606509 Porsche 718 RS60 Gaisberg
430 888005 Ford Sierra RS500 Lui DTM88
439 071080 '55 Buessing D2U 'Schultheiss'

MINICHAMPS 1:18 Diecast Germany

530 031805 McLaren MP4/17 David Oz03
100030087 BAR Presentation03 Button
530 03180 McLaren MP4/17 Kimi Oz03
100030086 BAR Presentation03 Villeneuve



Above Left: Vanguards VA3808 Vauxhall Victor F Series Hidden Treasure

Above Right: Vanguards VA6406 Vauxhall Cresta Legion, Australian taxi



Left: Vanguards VA8701 Vauxhall Viva HB Boy Racer. *I guess Pommy Boy Racers were more easily pleased than the colonies – Ed*

