

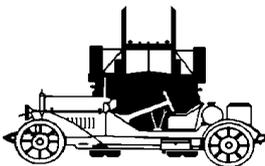
Miniature Auto

A publication for and by collectors and builders of model vehicles



The Kit Set Issue

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The New Zealand Model Vehicle Club (Inc)

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IN THIS ISSUE

Editorial	Page 4
President	5
Branch Report	6
Dear Sir	6
Profile	7
Rotary Reduction	8
Nostalgia Nook	10
Ive Been building	12
Dear Sir Pt 2	13
Modelling with Maurice	14
Aluma Coupe Plus	16
Nostalgia Nook Pt2	18
That's News? That's News!	19

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EDITORIAL

Here it is. The Kit Builders Special and the Kitters in the club have. . .whispered. Thanks very much to Stephen, John, Eric, Owen and Maurice for their contributions. Nice to see Stephen and Owen keeping a busy building schedule.

In his letter Maurice briefly indicates some of his thoughts on reasons for the decline in interest in kit building. I agree that the rise in range and quality of die cast models has had an effect on the hobby. I am not so sure about the effect of rising prices, after all those die cast models cost at least twice the price of a kit.

An Internet friend of mine was just lamenting the other day that there is only likely to be plastic kits of the Peugeot and possibly the Subaru from last years World Rally Championship. If you are into 1:43 then all the factory contenders are already available but at a much higher cost. Die Cast collectors already have models from the big three available, and if you collect 1:43 then ixo have modelled every winner from last year.

While the builders of aircraft kits are still looked after with regular releases of new models, car modellers have to put up with only a few new releases a year from the model companies along with a limited programme of re-releases. Not all of this is the model companies fault. Tamiya for instance walked away from a deal to model the 2000 Audi R8s when Audi TRIPLED the licence fee immediately after winning Le Mans.

So if you want a model of a car you can wait who knows how long for the kit to come out, then you have to find/make the time to build it before finally displaying the finished model. Or you can pop down to the model shop and grab a Die Cast version now and presto straight on the shelf while you get on with enjoying your next project. And yes collectors can and do have projects (mine include Jagermeister, Gulf, Le Mans winners) all of which include searching for older/rarer/out of production models, which hunt can provide just as much satisfaction on a successful conclusion as finishing a kit does for a builder.

Another of the major problems with the kit side of the hobby seems to be the lack of youngsters taking it up. Again I think this is partially attributable to the instant gratification society we seem to be living in combined with the lack of product that interest youth.

Lee

PRESIDENTS PIECE

The year has almost half gone, where I don't know and the days are cold and bleak, but it is winter after all. A good time to stay indoors and admire or play with ones models.

We have gained a new member of our fold since our last magazine was posted out, so a big welcome to Bevan Wilson in Dunedin.

I recently put together a real petrol heads coffee table which might be of interest to you and is simple to do. It all started when I replaced the two front tyres on my sports coupe and didn't feel like throwing away the old Michelin high performance tyres which still had 2mm of tread on them and the tread wear was perfectly even.

So I cut a custom wood circular base and painted it black to lay the two tyres upon, then cut a hardboard disc and painted it silver to sit on the bead of the top tyre. Key rings and motoring badges etc can be displayed on this. Finally I had a glass disc cut to sit on top of the top tyre to form the coffee table top. It over hangs past the tyre by about 50mm all round. It looks good and has become a real talking point by visitors.

Happy Modelling
Stan



Some detail pics of Owen Dicksons modified Aluma coupe.

BRANCH REPORTS



A couple of preview photos of the Otago Branch Pedal power exhibition. A full report on this will appear in the next issue of *Miniature Auto*.

DEAR SIR,

I want to thank the MA team for this kitset special edition.

At one time kit builders were strong in the club, but I think due to coinciding circumstances - the high price of plastic kits and the variety of diecasts now available, in various scales. The latter would seriously tempt model collectors.

Most, including myself, will have ventured there, but us true plastic kit builders know how much satisfaction is gained on completion of a kit. When I wasn't building kits I just considered myself a kit collector, knowing sometime I would get started again. I'd like to think now is the time to get back into kit building.

Maurice Boyles

Thank You Maurice, Whilst not as many members contributed as I had hoped, the quality of contributions received has been heartening. As a result of this I am open to suggestions (and contributions) for similar single themed issues. Ed.

PROFILE

Since this is an issue about kitsets I thought it was about time I did a profile. I've been building kitsets for years now, and like most people I started by building planes. I think the kits were Airfix ,The normal run of fighters and the not so usual helicopters (Wessex Whirlwind and some twin rotor military transport helicopter that I can not remember the name of).

However my interest lies in cars. My first car was a Lamborghini Jota, the wheels of which I still have, attached to a Ford Mustang 1979. This brings me to what I do now.

There are about 40 cars and trucks in my collection, but only three of them are standard. Tamiya kits are the kits I use most often because the wheels are mostly interchangeable. I get ideas for a car and go and buy the kits I need to build that idea. I don't build replicas I build unique cars.

Some of these projects are;

Sports trucks, Chevy 1500 cabs on Le Mans C-class race car chassis and running gear with custom paint jobs.

A Nissan Skyline with a flip front, F50 mags and a supercharged engine out of a rail drag car.

A Jaguar XJ220 with F50 mags, clear covers over the headlights like the XJ220 race car and a supercharged drag car engine.

I have built two 69 Z28 Camaro bodies on Corvette chassis, one is one a C5R race car chassis with complete engine and running gear, the other one is on a 1997 Corvette chassis with complete engine, interior and running gear.

My last completed project was Boyd's Aluma-Coupe stretched with the engine and rail frame out of Don Prudhomme's Monza funny car, the engine being in front of the driver.

I have a few projects on hold at the moment because of difficulties in finding the parts I need to complete them. The main one that is giving me problems is making Zakspeed type guards to take the width of a new Mini to the width of a shortened DTM AMG Mercedes C-class race car. My attempt of a modern version of the Metro 6R4.

My ideas are a bit on the thin side at the moment so at present my kit building is a bit quiet.

Owen

ROTARY REDUCTION

After the success of the RX 2 Mazda took a Great Step Backwards, and created a boy racer icon. Intended to fit one space down in their model line up The 10A (982cc) powered RX 3 first arrived in NZ in May 1972 and continued through until September '73. After a one year break a single shipment of the face lifted model arrived complete with 12A engine. Costing \$4284 for the Sedan and \$4490 for the Coupe I suspect these were well out of the league of the boy racers of the time. They were however quickly seized upon by people such as Rod Millen who promptly showed the Motorsports fraternity that here was a new force to be reckoned with.

In fact New Zealand was a world leader in racing the RX 3. Factory engineers had more than one look at the work of people such as Bill Shiells in getting the best out of the rotary for racing applications.

On the model front the RX 3 has been quite popular over the years with many variations of the coupe (No 4 doors to my knowledge) being sold by Japanese kit makers. These are almost all long out of production and from the limited information I have found on the Internet (mainly ebay, where there is a very healthy market for any RX 3 kit) I suspect many of these kits originate from the same one or two moulds.

The only plastic kits of recent issue are the Doyusha 1972 Mazda Savanna Coupe GS II from their Nostalgic Heroes range and a Nichimo Savanna RX 3 GT. The former is a stock bodied model that I guess originates from some years ago as it is of the motorised variety (as is the Nichimo). As such the Doyusha kit features a very shallow interior. However it has slightly smoked 'glass' to hide this fact somewhat. The body looks very good, though the wheel arches appear slightly over flared.

The Nichimo kit features a racing style body with bolt on flares and spoilers front and rear. The interior tub in the Nichimo is considerably better than the Doyusha in that the front half is normal depth with only the rear seats being raised to allow for the electric motor and accessories. I have seen three styles of box art from Nichimo featuring The RX 3 GT, however I believe these to all be from the same moulds.



Both of these kits are 1:24 scale. This is by far the most popular scale for RX 3 models, with examples including Yamada (rally), Takara (stock), Nitto (stock), Marui (street racer), Marui (race), ARII (race), ARII (stock). However there are also several kits in 1:20 scale, including the 25 year old Entex kit that can stand up against anything put out by Tamiya today. This kit was also released by Bandai (who actually produced the kit for Entex) possibly in Japan only. ARII also produced a Hot Rod version in this scale, which I have seen with two styles of box art though I believe the castings to be the same.

Over the years the odd scales have not been forgotten either with kits from 1:40 (LS race), 1:32 (Nitto stock), 1:30 Nakamura (stock again with two styles of box art that I have seen), 1:28 (Crown street racer), 1:22 (Yamada stock/rally). 1:43 scale is represented by last years Original Miniatures resin kit release of the 1975 Le Mans entry of Bouchet.

Lee Tracey



Above: Variations on the RX 3 theme from ARII



Stock RX 3 kits from ARII (1:24), Central (1:32), and Nakamura (1:30)

Na-

NOSTALGIA NOOK

This is a review I had previously written and had published in a Miniature Auto issue in 1987.

The kit is a Revell 1:25 scale 1931 Ford Model A Sedan delivery.

Revell kits are well known for their fine detail and this kit is no exception. I built it as a hot rod and painted it as the box art suggested. The model is super detailed and includes three opening Doors, opening bonnet, steerable front axle, detailed chassis, chrome trim and two surfboards.

Chassis: was painted with black. Driveshaft, differential, springs & full suspension are all chrome plated. Although it was supposed to have working steering, due to minor problems it was installed non-working. It has five spoke chrome wheels with bronze hubs.

The chromed headlight bezels and mounting bar was a multi piece unit but it lacked clear head light lenses. I therefore swapped the unit for one from a 1929 Model A.

The motor is a 4 cylinder Model A unit which is basically stock with the exception of a custom intake manifold fitted with a stock exhaust manifold along with a set of twin carbs and a fuel log. I fitted a fuel line between the fuel log and pump. Spark plugs to distributor, generator and starter motor were also wired. An oil dip stick was added. The engine block was painted metallic green.

Body: overall colour, Humbrol dark gloss brown. Two coats were brush painted on. My brush must have been nice and clean because the finish came out really good. Roof is matt black over the simulated canvas area. Assembling the body parts, which should have been really straight forward, turned into a lesson in patience! The door hinge tabs are easily broken off and so I finally had to drill all the side door hinges and make separate pins to get the doors operating.

Another nice feature is the hinged bonnet sections which consist of four parts plus hinges. The Model A bonnet, as most will know, opens one side at a time which in turn folds back onto its top half. Although everything is marked well, both on the parts and in the instruction sheet, the bonnet sections do not exactly go together as planned. This was also pointed out in a 1971 issue of

Model Car Science model magazine which I used as a reference when putting the model together. It then falls on the kit builder to continue test fitting all bonnet hinges until every part lines up and operates properly. Once again this is a fiddly job and I had the misfortune to break off several of the hinge pin tabs.

So starting over I continued to remove the remaining tabs and drill out the appropriate pieces. To hold the hinge halves together I used nylon bristles plucked from a household broom. This method was used on door hinges. Cut to length and once positioned in the hinges each pin end was lightly melted using a heated knife point. This made the pin ends flat and kept them from dropping out.

The centre hinge between the two top bonnet halves is a full length piece, and after unsuccessfully trying to drill it out of the chrome plated part supplied, I biffed it aside in disgust! To replace it I used a short length of aluminium tube of 1/16" diameter. This was glued to a strip of plastic with araldite, which after drying was glued to the underside of half of the bonnet top section. The only suitable fitting 'rod' I could find was a darning needle. The eye and point were removed with side cutters. Rough ends of the rod were dressed with a file. After the bonnet pieces became 'one' it was then fitted between the cowl and grille.

I have no idea how much time I spent sorting out the hinge, but it was all worthwhile when the outcome is seen.

Interior: is painted in two tone green with the dash a gloss blue, the steering wheel a matt brown.

The first appearance of the finished model was at the past North Otago Branch during one of their annual competitions where it won a first place in the hot rod class, plus a best paint award.

It is interesting to note that since this kit first came out several versions have been re-released and this year another version is available in a different body style, a sedan. I'd be very surprised if the hinge problems have been rectified, so I hope my tips help other builders whom are putting one of these kits together.

As I noted earlier, only the headlights let this model down, as they had chromed lenses which can only be replaced to correct the appearance. Further as the model is rather delicate to handle with all its 'loose bits' I rarely remove it from it's display cabinet. That way it remains intact!

Maurice Boyles

I'VE BEEN BUILDING

In response to the request in MA209 I thought I would tell the members about my current projects. I am in the process of building three models which all have a TV and Movie theme.

The first model is the 1970 Dodge Charger as seen in The Fast & The Furious. This kit being an AMT/ERTL kit is basically an easy kit to construct, but I did strike one problem. Unfortunately the chassis was twisted but, after some very careful manipulations, I managed to get it sitting so that when the suspension and wheels were fitted it sat even on the table. Even though it isn't finished yet it still looks good. I have built it straight out of the box, as all my current projects are. The model is finished in black as it was in the movie. The only other complaint is that the bug catcher seems to be slightly out of scale, but now it is fitted to the motor it doesn't look too bad.

I was recently given two kits (brand new), which I had been after for some time. Both these models were seen in The Dukes of Hazzard, they being The General Lee and Daisy's Jeep. Both models are by AMT/ERTL and so far construction has been pretty good, although Daisy's Jeep is proving a trifle difficult with the actual model being slightly smaller than I am used to. The Jeep is 1:25 scale as is The General Lee, and with some concentration I will eventually finish it. One thing I have noticed is that the bodies on the General Lee and the 1970 Dodge Charger are in fact virtually the same moulding, except for the rear window shape which is different.

I am in the process of repainting some metal bodied kitsets, and they do look different once their colour is changed. I repainted a 2002 VW Beetle from red to pink over silver with gold rims and it certainly looks cool. Another 2002 Beetle now sports a black body with white doors (my own cop car) and white wheels and once again changes the model completely. Other changes are Alfa Romeo 75 (from dark blue to yellow), Lamborghini Countach (black to red), Ferrari Testa Rossa (bronze to blue over silver) and a Porsche 911 (blue to black).

I have also just completed a Phantom F-4K/M (1:72 scale), which is finished in silver and black. This states that I don't just build cars. I recently finished a Huey Army helicopter as well.

As far as rebuilds go, there are a few of them on the go too, being a couple of

Volkswagens, 1957 Chev, 1940 Ford sedan, Paddy Wagon, just to name a few. That's enough rambling for now, so hopefully this article shows what I have been up to and not all kit builders let the grass grow under their feet.

Stephen Kelly

DEAR SIR, PT 2

I wish to make a response to Paul Thompson's comments in his AGM PART 1 article.

I readily agree that the die cast classes are out dated.....but disagree with the statement there are not enough. I believe that there are too many of them for what is "pay and display" modelling.

Join the real (modelling) world and give real modelling a try. If you only have die-cast and wish to bring them to the AGM...there is the die cast diorama classes to enter them in...and the chance to model in the form of a diorama!!

Die cast classes have always been difficult for 'kitset only' builders to understand and goodness knows there has been volumes written on the subject by far greater creatures than I....

I am not knocking the wonderful displays that "pay and display" models make but I do not enter the 'pay and display' classes as I can not see how you can take credit for a manufacturers workmanship on a mass produced model .

However, the classes are there and they are there to be used , so if it means you will attend the AGM then come on in ' cause you will all be welcome!!

See you all in Dunedin for the AGM.

John Stanley



Marui 1:24 racing RX 3.

MODELLING WITH MAU-

Displaying a model collection can be presented in many ways. Displaying my own collection is dependant on space and suitable cabinets. My display cabinets were purchased individually from second hand shops.

My first one is a china cabinet which had a damaged door. Once repaired, extra shelves added and for several years alone holding my models. Wooden shelves were later replaced for glass ones and the cabinet interior painted white. Upon moving to a new address space became rather minimal and so the cabinet's legs were removed and it is now screwed to a wall one metre above the floor. A very suitable situation for viewing.

I have a total of five display cabinets plus two converted bookcases to display unmade kits. Instead of hiding unmade kits away in cupboards in their boxes I thought that by putting them on show would add interest to be viewed along with completed kits. I've had only positive comments upon doing so! I also have fairly large glass fronted cabinet for future models, but is at present holding other items.

One of the converted bookcases has two shelves placed at a downward angle, thus giving better viewing of several unfinished kits. This 'cabinet' is at eye level. Fine sandpaper placed beneath the models keep them from moving anywhere.

My largest cabinet has lockable sliding glass doors behind which seven shelves hold up to six models each. Each shelf has some sort of theme and to highlight the models I'm aiming to add a background to each shelf. So far I have two completed, one being a garage scene in black and white and the other being a mass of spectators looking in. This is a colour backdrop. These were sourced from a local newspapers sports pages. I collected several copies featuring the same photo then adding each photo side by side to create the crowd.

I have to say one must have models behind glass for security and reducing dust problems.

One other cabinet has an eighth scale model on display. For extra effect a string of Xmas lights are hung above the shelf. These give more light to a rather dark area. A future conversion I have aside is an old heater casing. The metal casing is imitation wood grain. I could see potential for a display case and maybe for

use as a portable unit.

Are there any other unique display cabinets out there that have been sourced from various means?

Maurice Boyles

SCALE TARPAULINS

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

Cut a length of Gladwrap long and wide enough to cover the model. This prevents any unwanted liquid getting any closer to your model than necessary.

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

Cut to size a paper towel and soak thoroughly.

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

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

Put the car and the tarpaulin aside and allow the towel to dry thoroughly.

When dry paint the 'tarp' by using flat paints and thin washers of darker colours (to highlight folds and creases) completing the effect.

Maurice Boyles

ALUMA COUPE PLUS



Hi Owen Dickson again.

Thought I would write a bit more about one of my cars. I've chosen the Boyd's Aluma coupe because it is the last kit I have completed and is still clear in my head.

Bought the kit on special for \$20 with no idea of what I was going to do with it. I started by spray painting it yellow (as per the colour it is on the box). It was put aside for a few months while I worked on the C5-R 69 Camaro (mentioned in my member profile).

In one of our monthly club newsletters I saw that the next meetings competition was going to be open wheel competition. With no open wheel competition cars in my collection I decided to build one. I had the Boyd's coupe ,a couple of funny cars and a top fuel dragster, all still unmade.

The first thought was to put a drag engine in the back of the Boyd's coupe ,but that would have been impossible without stretching the back of the car and fabricating a new rear body. Another thought was to put a complete F50 chassis and running gear under it but that was going to pose the same problem.

The third idea was to take a hacksaw to the coupe and put the engine in the front instead of the back (as the coupe has). After the kit was cut ,about a centimetre was removed. Then the whole body was painted Tamiya spray red over the

Tamiya spray yellow that it was already painted.

The next part of the project was to build the chassis (donor vehicle ended up being Don Prudhomme's Monza funny car, chosen because the engine had a supercharger). The Revell kit was built pretty much standard except for a bit cut off the front of the chassis and the fuel tank turned around so that it would fit into the nose cone of the coupe.

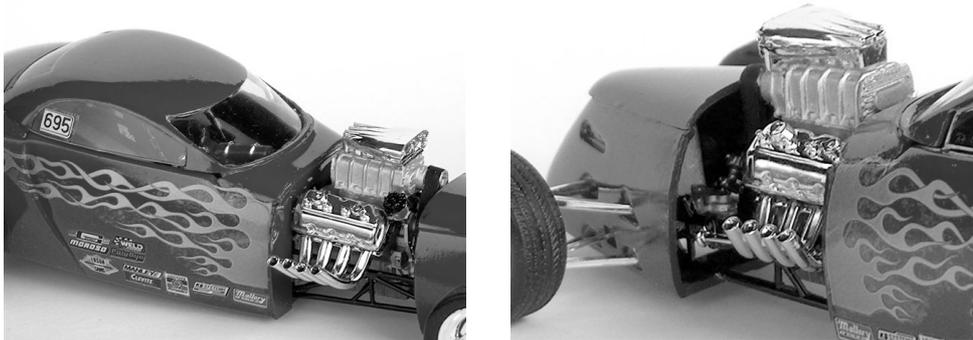
Everything went well and to the building plans until it came time to fit the roof. The roll cage didn't fit under (with a bit of cutting I managed to get it low enough to get it under). The chassis was then glued in place and everything went along straight forward after that.

The only glitch after that was filling in behind the engine (filled in with some flat plastic and painted in the body colour).

The exhausts were borrowed from the top fuel dragster and the back wheels are from the Monza. The transfers were then put on choosing flames from the 32 Ford Phantom Vickie from AMT and miscellaneous transfers from the parts box. To finish off I paint over everything glossy with Tamiya clear.

All in all it wasn't too bad to build and ended up being different. Total build time was two weeks and it won the monthly competition.

Owen



NOSTALGIA NOOK PT 2

Modelling motor-vehicles has proved an interesting hobby for Ian Peak, a member of the staff of a Gore motor garage. He has brought to his work an eye for detail, infinite patience and an uncanny ability which make the finished products triumphs of wood-turning skill.

Ian was attending primary school when he began to make his models. The art has been developed during almost the whole of his spare time. Now, as a young man, he can claim a sense of achievement.

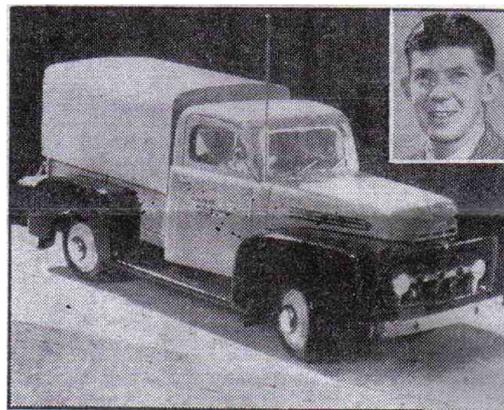
In most cases, his models are complete representations of full size vehicles. Apart from the engines, they are fully mobile and when photographed are difficult to distinguish from the originals.

One of the most effective is a bulk lime-sower, attractively painted in two-tone colours. Modelled on a scale of one-twentieth of the original, it has a spinner for distributing the lime. This is operated by tiny electric motors, powered by batteries housed in either side of the articulated body. The model actually steers and is fitted with all modern accessories.

Another interesting model is that of a mobile caravan, complete with engine block and electric lighting. Built to one-twelfth of the normal size, it is tastefully furnished to the last detail. Even the cushions are of sponge rubber and electric lighting is provided.

He has been as adept at making his tools as he has been in turning out his models. The spindle for a circular saw came from an old sewing-machine belonging to his grandmother and the bearing for a small lathe was made from the front hub of a bicycle.

*The above article was originally printed in N.Z. Freelance magazine dated 15/10/52.
Ian was a former member of the club.*



THAT'S NEW? THAT'S NEWS!

Tamiya Various Plastic Japan Shizuoka Announcements

14097 Honda RC211V Repsol Val03 1:12 35275 JGSDF LAV Iraq Humanit. Assist 1:35
24274 Ford Zakspeed Capri D&W 1:24 21012 M1A2 Abrams Desert 1:35 M/works
23205 Ferrari Enzo Semi Ass. 1:12 24275 Porsche Carrera GT 1:24
21013 USS Missouri 1:350 Masterworks 24084 Jaguar XJR-9 1:24 Re-issue
24091 Sauber C9 1:24 Re-issue 24093 Nissan R89C 1:24 Re-issue

Revell – Monogram Various Plastic/Metal USA M = Metal Body

'32 Ford Hi-Boy/Rat Rod/Big Deuce (Fall '03 or Q2 '04, both dates listed on website)
2184 '64 Chev P/U California Wheels (7) 1547 Acura ZRSX Type S S/Street Mag M
1526 '58 Chev Impala L/Rider Mag (8) M 1548 Subaru Impreza WRX SuperStreet Mag
1549 '63 Chev Impala L/Rider Mag (9) M 2188 '03 Dodge Viper SRT-10 (9)
5519 F/A 18E Super Hornet 1:48(9)

Revell AG Various Plastic Germany

3140 M60 A3 (1:72) 7540 Car Transporter (1:25)
7842 Peterbilt 359 (1:25)

The above are likely to be repops or re-issues.

Polar Lights Unknown Plastic USA

Star Trek Nemesis Scorpion (Fall) CC1701A Enterprise (Fall)
'64 Pontiac GTO Hard Top Snap (1:24?) Herbie The Love Bug 1:24 Snap

Academy Various Plastic Korea June releases

Jagdpanther 1:25 F-89D Scorpion 1:72
F 8F2 Bearcat French Air Force 1:48 CH 46 E US Marines 'Bull Frog' 1:48

AMT/ERTL 1:24? Plastic USA

38159 '69 Corvair (6) 38156 '73 Ford Mustang Mach 1(6)
38164 GMC Astro Cab (av) 31753 Beverly Hillbillies Car (av)



AMT 1969 Corvair



Left: Unknown Japanese 1:24 kit
 Below: Crown 1:24 street Racer
 Below Left: LS 1:40 Racer
 Bottom: Nakamura Street Racer

