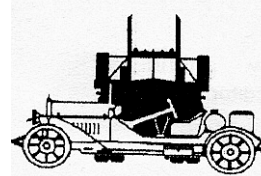


MINIATURE AUTO

April-May
2006
Issue 221

A publication for and by collectors and builders of model vehicles



2006 AGM Competition Entry

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

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DEADLINE FOR MA 222 - 15TH MAY, 2006

FROM THE PRESIDENT

Greetings to all Members.....

How *rude* of me.....I mean, here I was going blah, blah, blah in the last issue, and yet forgot to mention the other members of the National Executive. Well, consider it fixed! Coming into the Vice Presidents position this year is Howard Brockie, a long serving club member, and a damned good bloke..... mostly!! (He also keeps threatening to write in to this magazine too....don't you Howard??) Continuing on as Treasurer this year is Robin Austin, also a long serving, a very hard working and loyal club member. Also carrying on this year and doing a damned fine job as Editor of this illustrious publication is Ron Ford. I'm sure every one will agree, Ron has done us proud with the quality of work seen in print here. Last but by no means least we have Eric Brockie as our intrepid Club Secretary. Seriously, - anyone who knows Eric, will know that he is a legend in Model Club circles, and I can't over state enough when I say that Eric does an incredible amount for the N.Z.M.V.C. Thanks Eric and congratulations to all.

How's this for a good idea? What if every Member this year wrote an article or letter for this magazine? (No groaning Otago!!) It would be great, Ron would be spoiled for choice and I guarantee that it would generate a lot of written discussion too. Ron and Ian have offered in the past, to type up notes and such, and I am happy to do the same. Many thanks to those who already contribute regularly but, the more the merrier!! Let's all get those creative juices going and see what happens. Get ready for the avalanche Ron!!

Finally, I hope you all enjoy the photos from the A.G.M. There will be some from the Go Otago Anniversary weekend display, the Otago branch attended, too at some stage.

Yours in Modelling

Shayne Spicer



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FROM THE TREASURER

Greetings to you all.

This past financial year has been somewhat frustrating for me juggling work, the hobby and the bookwork for the Club.

As at the 20th January 2004, we had 80 financial members of the NZMVC and as at 18th December 2005 we have dropped to 71... Have you paid your subscription yet?! \$20 for members and \$10 for Junior Members is not considered to be out of the way for today's costs. I don't believe the old argument; "Why should I pay subs when the Club does nothing in my area that really matters?". If we are passionate about our hobby and are willing to get involved; the money we pay should not be an issue.

I note that the biggest membership in the Club belongs to the Dunedin Branch followed by Southland. I know for a fact that these branches are very active and do some work to promote the Club in their region with displays and competitions. Involvement promotes new members... new members promote the club... what goes round, comes round.

No club is perfect, they all have their glitches, but the NZMVC has been around for a long time and it's up to us to promote the benefits and could I say joys of model making or collecting so that others will want to join.

Enough of me speaking my mind ... criticise me if you like ... there's a forum in the MA for doing so... now.... lets get on to the money bit! Unfortunately income is well down for the last financial year and even with a large number of costs being kept to a minimum, we still ended up spending more than we received. Income from subscriptions is down over \$300. We spent less on

Miniature Auto and engraving but more on stationery and postage. One answer to our income problem is more members for the club to help balance out the deficit.

Lets make a concerted effort this year to reintroduce members of the public to the enjoyment of collecting or building models, recruit as many new members for the club as we can and retain the members that seem to be losing interest in this addictive hobby.

Thank you to all of you who pay your sub without even flinching and make my job as easy as possible.-to everyone else get treatment for the flinching and pay up!

Robin Austin,
National Treasurer

*Thanks Robin ~ of course direct subs are one thing, but there are other ways of funding ~ such as paid advertising in MA, sponsorships and grants (Lotteries Board, etc).
RF*

FROM THE SECRETARY

Members of the Club are aware that the 37th. Annual General Meeting was to be held by the Wellington Branch of the Club, but was because of a lack of quorum postponed to a later date. In line with the Club Constitution the Otago Branch were requested to host the Annual General Meeting.

The Annual General Meeting and activities were held over the weekend of 17th. 18th and 19th. February in Dunedin.

Although we did not have a large turnout of members we did have more than enough members present than was required for a quorum so the meeting was held.

The meeting was one of the shortest on

record for the Club and with all business attended to; the meeting was over in just over an hour.

The President's and Treasurer's reports were presented and received and the passed by the members present.

Two resignations were received during the year and thirteen members had their membership terminated because of lapsed payment of their subscriptions for the current year.

No Travel grants were paid to office Bearers for the past year and the subscription for the coming year will remain at the same cost of \$20-00 and \$10-00.

The elected office bearers in line with our Constitution were:

President. - **Mr. Shayne Spicer.**

Vice President. - **Mr. Howard Brockie.**

Secretary. - **Mr. Eric Brockie.**

Treasurer. - **Mr. Robin Austin.**

Editor. - **Mr. Ron Ford.**

Postal Voting Officer. - **Mr Eric Brockie**

Auditor. - **Mrs. Julie Cantelin.** (Confirmed since the A.G.M.)

Privacy Officer. - **Mr. Robin Austin**

Solicitor. - **Mr. Geoff Langham.**

Branch reports were read and confirmed.

A decision on the Host Branch for the 38th. Annual General Meeting will be made in due course by the National Executive. Certificates were presented to those members who have had a continuous 25 year membership in the Club.

Further enquiries are to be made into badges for those members with 25 years of continuous membership.

Eric Brockie,
National Secretary.

THE A.G.M

The Otago Branch hosted the 37th. National Annual General Meeting in Dunedin over the weekend of February 18th. and 19th. and although it was organised in record time the weekend was a great success.

On the Saturday, after the models were set up for entry into the competitions, we left to visit an extensive display of MOTORING MEMORABILIA. The collection includes four Austin Sevens, many petrol pumps, Pedal Cars, Motoring memorabilia, Models and a good selection of old household items.

The items on display are all restored and many more interesting pieces were in storage or being worked on.

We then moved on to Club member Norman Masters and viewed his collection of models and of course his full size cars including the Lister Jaguar amongst others.

The next stop was to Maurice Boyles to view his collection of models and it was explained in some detail the work that Maurice has done to many of his models. Maurice has always been a contributor to Miniature Auto and I am sure that many members will have learnt from the tips that Maurice has given to many Club members over the years.

To complete the days' activities members and partners enjoyed an evening meal at the Mornington Tavern.

Sunday was the National Annual General Meeting and this must have been one of the shortest Annual General Meetings the Club has ever had with the meeting being over in just over the hour.

The weekend activities finished off with a lunch before members packed up their models and headed for home.

Considering the time in which we put the weekend of activities together it was a great weekend for all who attended.

Eric Brockie,

Secretary/Treasurer, Otago Branch,
N.Z.M.V.C. Inc.

BRANCH NEWS:

SOUTHLAND:

Our February meeting was held at Ngaire and Graeme Robertson's home in Otatara. A small turnout of members didn't detract from an enjoyable and informative night. If the arrival time home after each meeting is any sign of success; then the meetings must be getting more successful – 11:30pm by the time I got back. Even then I didn't get to see any of Graeme's models!

Some general discussion revolved around the role of competitions in this day and age, and how members' viewpoints may have changed over time and how the role of the Club has changed over the years. Although still referred to as a Competition, it may be that increasing number of members see this more as a catalyst to organise and event where 'display' itself takes precedence over the competition aspect. Members, perhaps, take more interest in who has what, rather than who wins what.

Leading from this; more discussion about the role of model classes in competitions, how these also change over time, and the degree of success or otherwise of these changes. Also the role of judging – as a generalisation, it probably is preferable to have outside judges, although this comes with its own problems, as witnessed by last year's non-appearance of the invited judge. Judges are

not so easy to get, which carries the danger with it when you find someone who carries out a good job, their name is going to be first to come to mind every year.

There was no raffle winner for the evening, due to insufficient time to draw it after members had finished their private conversations.

Competition (any blue vehicle) results for the evening:

Kitset:

- 1st Owen with a Roadster
- 2nd Brett with a '91 Corvette

Small readybuilt:

- 1st Roger's Chev Truck]
- 2nd Graeme's old Austin
- 3rd Paul's Mercedes

Large readybuilt:

- 1st Roger's Falcon
- 2nd Brett's '67 Corvette
- 3rd Paul's Chev Nomad

Our March meeting was held at Paul Thompson's home in Wyndham on 15th March. A helpful meeting, but unfortunately I had to leave early without viewing what was new in the Thompson world.

Discussion re venue and date for May comps. Decided the most relevant weekend would be that following the May meeting, which would make it Sat 20th May. The UFS Hall will be the venue, with the smaller Room 3 to be tried again (has been successful in the past). There are pros and cons with the larger room/hall, not the least that it tends to be traditionally cold in May

Discussion re the grey area of judges. Decided upon an approach be made to the Peterson family, who have been helpful in the past, with the bonus of being able

to catch up with them once more

Competition theme for this evening is anything Two Tone

March meeting competition results:

Kitset;

- 1st **Paul's** '96 Chevy Police car

Readybuilt, small:

- 1st **Barry's** Model T Ford
- 2nd **Isaac's** '49 Ford Coupe
- 3rd **Alan's** Holden Commodore 'Team Kiwi'

Readybuilt, large:

- 1st **Russell's** '56 Cadillac
- 2nd **Paul's** Horsch
- 3rd **Alan's** Commodore.

John Macgregor.

OTAGO

MARCH CLUB NIGHT.

The meeting was again an enjoyable evening with the guest speaker Barrie Lay of the Dunedin Cart Club giving members a great insight into the hobby of Cart Racing.

I am sure that his talk gave us a great insight into the hobby and what was involved from both rules and regulations and the costs of racing.

Competitions for the night were for Competition vehicles and the results were as follows.

DIECAST CLASS.

- 1st. **Michael Brockie.** Porsche Le Mans.
- 2nd. **Shayne Spicer.**, Jaguar C Type.
- 3rd. **Michael Brockie,** Peugeot 206 Rally Car.

KITSET CLASS:

- 1st. **Maurice Boyles.** Ford Mercury Stock Car.
- 2nd. **Howard Brockie,** Sprintcar.
- 3rd. **Maurice Boyles.** Chevrolet Nascar.

LETTER:

Dear Ron...

I was intrigued by the use of the word "virtual" in your Editorial in the last issue of M.A.

Whilst I totally agree with the concept of publishing and doing Club "stuff" on the Net, I can't help but think that perhaps it would be the thin edge of the wedge whereby we turn ourselves into Modelling Hermits. We do have so much better access to models on the internet and by mail order etc., negating the need to even leave our front gates, but surely it is the social interaction and meeting with other people with similar interests, that the basis of this Club was formed in the first place. What do others think?

Shayne Spicer



37th AGM competition entries

MODELLING WITH MAURICE

OK folks – Maurice is back at his model table and to just loosen up a little; he is beginning a fresh model kit to blow away the cobwebs and focus on some serious kit assembling!!

Before I write about the kit, I want to say how well the National A.G.M turned out; albeit organised at short notice, the event came together well – thanks to Eric and the Otago Branch committee. Congratulations to Shayne Spicer – our new National President!

‘Bonus Build’ is my newest kit project – for a few years I might add! It was chosen as it’s my favourite pickup, and because I have a real one in the garage.

So my plan is to build the kit and use my chosen colour to see how it would look.

The Monogram 1/24 scale 1950 Ford Bonus pickup is moulded in light blue plastic; while the Revell/Monogram Custom version is moulded in white. I am building the light blue one. It shall be basically stock with a few minor modifications.

Having glanced at the kit plans, I started as I usually do, with the chassis and wheels and work upwards. My colour scheme for the nicely detailed chassis is matt black with gloss black front and rear axles. The shock-absorbers are gloss black and silver.

The wheels and tyres – I wanted chromed rims and hubcaps so these came from a 1951 Chev. Fleetline kit’s custom wheels. These are shod with 15” radial tyres. To enable a tight fit between the wheels and axle stubs, I fitted a short length of shrink tubing.

The well-side deck went together well. The

front guards, running boards and deck floor are a single part, so it doesn’t take long to finish. With the body in place on the chassis, one can see how well everything fits and plan the next move, which should be the motor.

My usual building strategy is to work on two or three models at a time. At present, I have several unfinished models and a garage diorama in the early stages. I decided it was time to get all my garage accessories together and put them on show.

I’ll finish off with a few model tips for kit builders who may be getting into detailing. Detailing a model not only makes a model look more realistic, but can gain a few extra points during model competitions. I’ve said it before, but if you ever get the chance to judge models in the competitions; then take the opportunity. At first it seems such a chore, but in the long run, the experience is invaluable. For one, it opens your eyes to just how much detail can go into a model and also you can see ways to improve a model.

For instance, exhaust pipes can be improved upon by removing any modelling seams by lightly filing the casting with modelling tools. Open out the end of the tailpipe using a very small drill. By drilling 2 to 3mm in, the results look good. Before I learnt that tip I used to just paint a black dot on the end of the tail pipe.

Painting the underside of models can always be an improved by adding several shades of colours to achieve the desired effect. Try and look at a real car on a hoist at the local garage for inspiration. A car several years old often has dirt, oil, tar etc adhered to the chassis, suspension components and floor area. Replicate these by adding different shades of browns.

One doesn’t have to use matt black only on the chassis area ~ browns are also a good medium to capture the dirty appearance. With my pickup, I added a streaky matt brown over the rails and cross-members to simulate a bit of weathering.



To leave it all one colour wouldn’t look true to scale as I’ve just explained.

On the other hand, if the model was meant to be a strictly show vehicle – spotless top and bottom – then no dirt should be visible!

Some show vehicles and even competition vehicles have gloss painted underparts. It is up to the modeller what theme he/she wants to take. Good luck!

Message to Ian Cousins ~ have you had any feedback with what we discussed last time you visited?



RONBLING ON

Are swapmeets dying? Our local one at Naenae in Lower Hutt seems to be attracting fewer and fewer dealers and customers, although at the last one in April, most sellers did fairly brisk business. Has the Internet taken over? I don’t know about you, but it is still preferable to be able to inspect any purchase ‘in the metal (or plastic)’ before that wallet draining purchase.

I found an interesting item at Price Busters ~ a pack of little plastic pottles with flip lids. There are 6 on each strip in 2 sizes. They would be ideal for paint mixing in small amounts used in modelling. I often mix up colours to retouch diecasts and the problem is that if it is a big job that can’t be done in one hit; then it is difficult to repeat

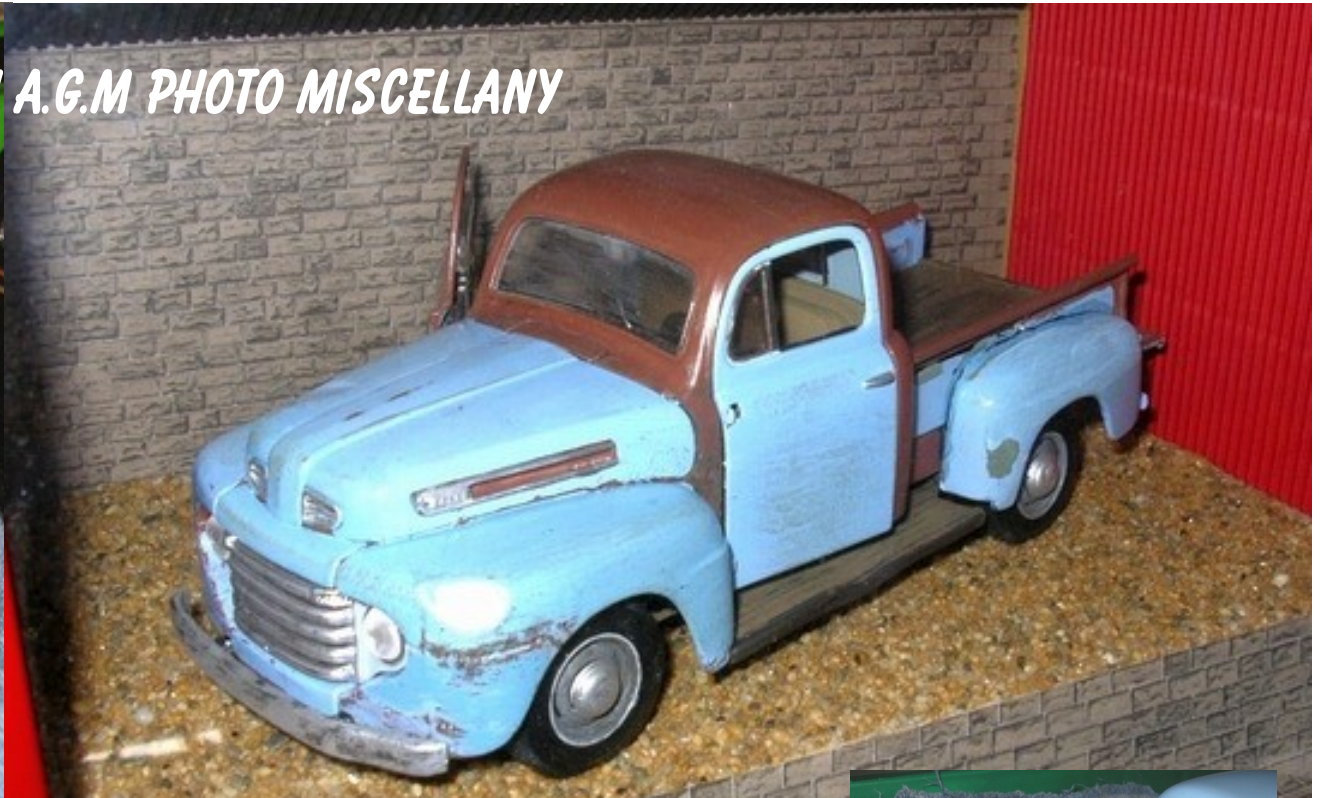


the exact ‘recipe’ for the colour match. With the lid; it would be possible to store the rest of the paint between sessions.

Recently my niece got married and I was asked to drive one of the wedding cars ~ a new Ford Falcon Boss! In bright yellow, too! Since I was only used to driving 4 cylinder cars, it took a while to used to, particularly the automatic gears. Luckily, a local hobby shop had some Biante models on special and there was one in almost the same colour and finish, so I had to have it..!

Ron

37TH A.G.M PHOTO MISCELLANY



Photos from the AGM. I am sorry there are no captions as these were not supplied.

Shayne Spicer supplied the photos.

SOUTHERN VIEW:

Lee Tracey's Nuremberg Report on the back cover of the March MA is very interesting and the website references helpful. Thanks Lee.

In his 2nd paragraph he refers to the German CMC 1/18th Maserati Birdcage model sports car as the star of the Toy Fair. I really know nothing of sports cars and racing, but I do know this is a popular car in life and in modelling (the name bugs me for such a lovely looking car - originally a nickname for the lattice-like bodywork construction, the name stuck; it's original title was Type 60).

How strange it is that Exoto should bring one out at almost exactly the same time in the same scale. Further, Exoto (to my knowledge) are a firm which likes to get its models right, with prices similar to CMC, and thus they are direct rivals, so take your pick

I guess with all the diecasts coming out now you are bound to get these duplications, yet I wonder if and how these firms do their market research. Or maybe they do, and the timing is a deliberate marketing ploy.

As already covered by MA at the time, we have had examples of uncanny overlapping of model issues in the past, viz., the McLaren CanAm cars coming out at exactly the same time and in the same scale a few years back (German Minichamps and American GMP), along with quality kits and ready-builts from at least two English makers of the same car and scale yet again. Great for us, I guess, but I find it strange - how do all these firms justify their investments? (and as if that's not enough, Exoto are also about to bring out MORE 1/18th McLaren CanAm's, this year in fact). The market must obviously be out there to support all these, although my understanding is that GMP have since stopped production of theirs, so maybe I'm right.

Getting back to the Maserati, Lee wrote about again (as above), this has also just been recently released in kitset and ready built forms in 1/43rd by Midlantic in the UK. Midlantic are a class act who love the cars they produce. These are lovely models, it's hard to go past them.

Further, there are a couple of US makers you can find also producing this same Sports car, one in 1/43rd, the other in 1/87th.

In what seems like an oddity to me, a further English private maker, Stephen Barnett, has a 1/43rd version available. This is some sort of super detailed and individually produced product which comes with the huge price tag of over £1,700!!!

So for anyone out there wanting this car, there are plenty about, I just wonder again how all the makers can justify them.

Just a further couple of comments re the same paragraph of Lee's article, the V16 engine from the 1936/37 Auto Union grand prix car he speaks of IS available by itself (ie the engine alone) - an unusual move by that company but a good idea. They haven't done it with any other engines, just this one. My guess is that this should retail in NZ at about NZ\$180 cmc-modelcars.de is their updated website, with an English translation

The Auto Union hill climber Lee mentions is just a variation of their 1936 grand prix car model with dual wheels at the rear (Hill climbing almost rivalled grand prix racing pre-war). It shouldn't really have been in the Toy Fair as a new car, it has been out for some time, but it is a super model, the best CMC have produced in detail and accuracy, until recently at least. I have the standard Grand Prix model here and have shown it to friends who really know their stuff and it has blown them away, they cannot fault it.

You pay for that though, its rather more expensive than the other CMC race cars from that era, over NZ\$400 where their others were around the \$300 mark, depending on your retailer.

CMC are made under licence in China and I wonder if the big price increases Lee refers to indicate that manufacturing costs within China are on the rise? Surely not already. I will try and find out. CMC don't want their prices to go much higher or they will be priced off the plate in NZ (to convert pricetags on the websites from Euros to NZ\$'s, multiply by 2.3 or 2.4 as a rule of thumb. This makes the Maserati Birdcage NZ\$500 or more)

John Macgregor

MODEL SCRUTINEER

One of the ranges Corgi inherited from their Lledo purchase was the Trackside 1/76 (model railways 00 scale). Up until recently, the offerings were of medium and heavy commercials. Now they have some light vans of the 50s and 60s available. Morris



LD, Bedford CA, Ford Transit and Morris J2.

Obviously, they are aimed at being model railway accessories ~ as the name suggests, but they are reasonable models ~ some of them. I see that the ambulance version of

the J2 has the side windows tampo printed on. Very much a toy if they do that. If Cararama can make many different dies for their Mini vans and utes (in 2 scales); then surely Corgi could have done a proper job with the windows.

The front of the J2 does not look right either. Maybe the window is too big?

The CA Bedford is good in that it is the last version with the large windscreen and grooves in the roof. I guess it is supposed to be the long wheelbase version. The doors are very long.

Another Corgi product is the Ford Sierra Sapphire Cosworth (Vanguards)



Not a familiar car in New Zealand, but the first Sierra Sapphire in this scale (Minichamps did one in 1/36 I think).

Umm, what to say about it ~ boring?



Have a look at this Soldo Peugeot 601 ~ snazzy, eh? Cheaper than the Vanguards, too!

RF

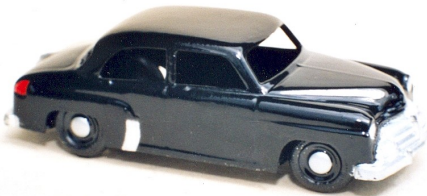
MICRO MODELS FOR THE FOURTH & FINAL TIME?

PART 5 *Continued from MA220*

This is the fifth part of the Micro Models 'saga' dealing with the most recent production. The models are being dealt with by catalogue number rather than their release dates.

MM609, Vauxhall Wyvern.

This model was the very first one made by the original company and so suffers somewhat with the simplistic mould construction ~ flared sides and front. This makes the grille, in particular, step out towards the front bumper, which is very trendy today, but not when the real car was in production. That aside the car is easily recognisable and one of the few Vauxhall E series models around. What makes it a Wyvern instead of a Velox is under the bonnet, so does not show in model terms. One fact that has always mystified me about the early Micro Models is the baseplate that has the scale engraved as 1/36 whereas, plainly, they are around 1/43.



The Micro Models Limited version is painted black with silver trimming. Limited Edition (LE) code is **IFxxx**

MM701, Vauxhall Cresta PA

This was one of the last moulds made by the original Micro Models company and clearly shows the great advancement in modelling techniques. In many ways it is superior to the champions of the era, Dinky and Corgi with features such as a detailed cast base and recessed body panel and shut lines. The scale is slightly less than 1/43; probably 1/45 or so. I think this is also the only model of the first version of the PA with the three section back window. However, this model really needs glazing for the large wrap-around windscreen. The Torro version has vac-formed windows which really helped.

Micro Models Limited, however, 'pushed the boat out' on this one. Resplendent in it's rose-taupe colour scheme, it has all the chromed parts (and there were plenty on the PA) picked out in silver. All the window



frames have been done along with the door handles and side trims. The headlights and parking lights are picked out in white to give an 'on' impression and the front and rear indicators are picked out in orange with red for the taillights. MM Ltd even tried giving the PA white-wall tyres, but it was not successful as the white flaked off very easily. LE code **IHxxx**

MM702, International Tow Truck "A.A"

Back to a more prosaic model with the International chassis (seen previously fitted with a van back). The Internationals are smaller scale than most of the rest of the range at approximately 1/64 ~ ideal for New Zealand model railway accessories (S scale).



The rear body is in elongated chariot style typical of the 50s. The jib and lifting chain are cast together so it has minimal play value! The tow hook is therefore fixed meaning the user would have to lift the broken down vehicle to it ~ not very convenient.

The new Micro Models Limited version is painted overall yellow, which in this case does not cover very well and, uncharacteristically, has a big paint run at the base of the tray. Jib is silver. The wheels are painted the same yellow as the body and the only decoration is an 'AA' logo on the doors. This version does not have the GB8/8 on the chassis like the vans. It does have GB/23 cast under the back section. LE code **KAxxx**

MM703, International Tow Truck "Parks"

Another edition of the tow truck. This time it is painted red with 'Parks' tampo printed on the door and '24 HR TOWING' on the sides of the back section. The jib in this case is painted black with silver lifting



Hook. Does anyone know the significance of the 'Parks' name on the door? All the other releases of MM Ltd have been authentic.

LE code **KBxxx**

MM704, Volkswagen Beetle.

This is the only non-British or non-Australian model in the range. Not too bad a representation for the 'oval window' era VW, although the back is a little bulbous. Did you know the Fun Ho! Midget version is a scaled down of the Micro Model?



The newer MM Ltd version is painted dark green with green hubs. The hubcaps are silver with the VW logo in 'clear', so the hub colour shows through (green in this case).

LE code **IKxxx**

MM801, Volkswagen Beetle.

Same again! This time it is painted a cherry red with matching wheels. Note that it has the same Limited Edition prefix, which in



this case is MM071, which is strange as the previous one was MM077, a higher number, so I can only assume they were issued at the same time even though the catalogue numbers suggest clicking over a year between releases. Notice the great slow-down in issues.

LE code **IKxxx**

MM803, Austin Petrol Tanker ‘Mobilgas’

Not originally a Micro Model at all. In fact it was a Brentware casting. This is not really up to the modelling standard of the rest of



the range ~ both original and reissue. The decoration is well done. It is painted overall white with a red lower section to the tank. ‘Mobilgas’ is tampoed on the sides with a Mobilgas shield with ‘Pegasus’ logo on the doors and a larger one on at the rear. This was also the last standard issue in the Micro Models Limited ~ I think, as communication with the factory was very difficult at this stage. Some surprises do appear on eBay, like the Volkswagen Microbus in Coca Cola finish that I was told was not issued

Another confusing thing about this issue is that it was put out in a box labelled for the Mobilgas Petrol Bowser set, which I don’t think saw production. Perhaps that was supposed to be the true MM803 release and the Austin Tanker MM802?

LE code is **GMxxx**

Now on to the Coca Cola ‘range’ (which turned out to be only two models, although there was supposed to be a Ford Mainline utility in preparation.

MC001, International Bottle Truck ‘Coca Cola’

Even though this was planned early on; it did not actually appear until very late in the piece, due to the complexities of the negotiations with the Coca Cola Company. It is painted the correct Coke yellow (as proved by spectrographic tests!) with Coca Cola logos on the door and at each end of the centre board. The middle of the board has ‘Coke Time’ tampo printed on it. It was planned to have a whole series of the



Coca Cola catch phrases, but this was the only one that came out. There were several others that exist in prototype form. Wheels are painted plain red.



There are two printed strips glued to the underside of the tray “© 1995 The Coca Cola Company” and “All Rights Reserved”. The International has a special box printed in different colours than the maroon and grey of the rest of the series, but still in the same style.



LE Code **MCxxx**

MC002, Volkswagen Microbus “Coca Cola”

This is the model I only found out that had actually been released from a seller on eBay in the USA, so cost me a bit more than the usual releases.

It is the normal Volkswagen casting and painted cream and red.

On one side, it has “DRINK” on the cream area and the “Coca Cola” script in the middle of the red panel. The Coca Cola script



is repeated on the door. On the other side, it just has “Coke” with the Coca Cola script on the door.

LE Code **CCxxx**



MP401, Holden FE utility “MSS Security”

This is the standard Holden FE utility casting. Produced for the Australian security firm. There must have been two batches run as I have two with slightly different tampo printing styles.

LE code **XGxxx**



To be concluded in MA222

THAT'S NEWS? - THAT'S NEWS!

IXO (iST Models) Eastern Bloc models:

iST001	Trabant 1.1 1991
iST002	GAZ Volga M21 1956
iST003	GAZ M20 Pobieda 1949
iST004	Wartburg 311-1 Limousine 1957
iST005	Zastava 750 1964
iST006	Melkus RS1000 1972
iST007	Dacia 1300 1970
iST008	Trabant 601 Universal 1965
iST009	GAZ 3110 1997
iST010	EMW 340-2 Limousine 1950
iST011	Tatra 603/1 1970
iST012	VAZ Lada 2103 1973
iST013	Trabant P60 Limousine
iST014	Warszar M20 1953
iST014	GAZ 69 1954
iST016	Barkas B1000 minibis 1956
iST017	GAZ 3110 Police 1999
iST018	AZKL-Moskvitch 402 1958
iST019	IFA F9 1953
iST020	Wartburg 311-1 Kombi 1962
iST021	UAZ 450 van 1960
iST022	Sachsenring P240 1958
	GAZ M21 Station Wagon
	Wartburg 353
	GAZ 12 ZIM Limousine
	AWZ P70
	VAZ Lada 2101
	ZAZ 966
	UAZ 469
	GAZ Volga M24
	AZLK Moskvitch 400

Modern Rally Cars:

RAM165	Citroen Xsara Finland Rally 2004
RAM166	Misubishi Lancer Evo VII Sweden Rally 2004
RAM168	Ford Focus Monte Carlo 2005
RAM169	Misubishi Lancer M.C 2005
RAM171	Subaru Impreza M.C 2005
RAM172	Skoda Fabia Monte Carlo 2005
RAM176	Skoda Fabia WRC Test Car
RAM177	Ford Focus WRC Test Car
RAM178	Subaru Impreza Sweden 2005
RAM180	Misubishi Lancer Sweden 2005
RAM181	Skoda Fabia Sweden Rally 2005
RAM182	Ford Focus Sweden Rally 2005

RAM183	Peugeot 307 Sweedish Rally 2005
RAM184	Subaru Impreza Mexico 2005
RAM185	Ford Mexico Rally 2005

Classic Rally Cars:

RAC033	MG Metro 6R4 M.C 1986
RAC048	Lancia Delta Monte Carlo 1990
RAC062	Corolla Tour de Corse 2000
RAC065	Peugeot 504 Safari Rally 1976
RAC073	Ford Escort Cosworth M.C 1996
RAC082	Panhard PL17 Monte Carlo 1961
RAC085	Mini Cooper Monte Carlo 1966
RAC086	Mini Cooper Monte Carlo 1967
RAC088	Volvo PV544 RAC Rally 1964
RAC094	Misubishi Lancer Evo 1000 Lakes
RAC103	Renault Dauphine M.C 1958

Modern Road Cars:

MOC048	Lotus Espirit V8 2004
MOC058/59	Aston Martin DB7 Zagato 2005
MOC063	Pagani Zonda C12S 2001
MOC064	McLaren F1 GTR
MOC065	Mercedes McLaren SLR 2003

Classic Road Cars:

CLC061	Alfa Romeo GTZ Tubolare
CLC067	Iso Isetta
CLC075	Ford Anglia
CLC076	Maserati Mistral Coupe
CLC077	Maserati Mistral Cabriolet
CLC086	Maserati Merak SS
CLC088	Volga M21 two-tone
CLC096	Citroen SM
CLC099	Ford Vedette 1954
CLC116	Fiat 127

Le Mans Winner:

LM1923	Chenard-Walcker LM 1923
LM1938	Delhaye 135S LM 1938
LM1949	Ferrari 166M LM 1949

Modern Le Mans and GT Cars:

GTM021	Maserati MC12 FA GT Imola 04
GTM025/26	Aston Martin DBR9 Sebring 05
LMM062/63	Chevrolet Corvette C5-R LM 03
LMM077	Audi R8 LM 05
LMM079/80	Aston Martin DBR9 LM 05
LMM081	Ferrari 575GTC LM 04

Classic Le Mans and GT Cars:

LMC034	Nissan R390 GT1 LM 1998
LMC074	Lotus Elite LM 1961
LMC078	Ferrari BB5 12LM IMSA GTX
LMC081	Bentley Speed Six LM 1930
LMC084	Renault 4CV LM 1950? (catalogue says 1930!)
LMC091	Chaparral 2F LM 1967

Motorbikes:

STB027	Vespa 150 GS
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Museum:

MUS001	Mercedes 540K
MUS002	Alfa Romeo 8C 2900B
MUS003	Bentley Speed Six
MUS004	Bugatti Royale Cabriolet
MUS005	Hispano Siuza HBC
MUS006	Duessenberg SSJ
MUS007	Talbot Lago T150SS
MUS008	Isotta Fraschini Tipo B
MUS009	Maybach V12 DSB
MUS010	Delage DB 120 Letourner & Marchand
MUS011	Horch 853A
MUS012	Cadillac V16 lwb
MUS013	Graham Paige Roadster
MUS014	Delahaye 165 Figoni Falaschi

IXO Junior:

BIXJ000011	Aprilia RSW250 V.Rossi
BIXJ000012	Kawasaki ZX-7RR LM 1999
BIXJ000013	Ducati Super Sport 750
CIXJ000035	Volkswagen T2 Zurich Taxi
CIXJ000036	Panoz Esperante GTR
CIXJ000037	Lola T93 Nigel Mansell
CIXJ000038	Citroen type H van RACC Service

Quite a selection! Most are 1/43 scale. Some of the Eastern Bloc models will have you scurrying for your reference books!

NOREV, 1/43 and 1/18 readymade from China for France

1/43 Jaguar XK150 coupe
1/43 Morris 1100
1/43 MG 1100
1/43 MG X Power
1/18 Citroen 2CV Michelin van
1/18 Citroen C3 Pluie!

Oxford Diecasts (Wales, China) 1/43 readymade:

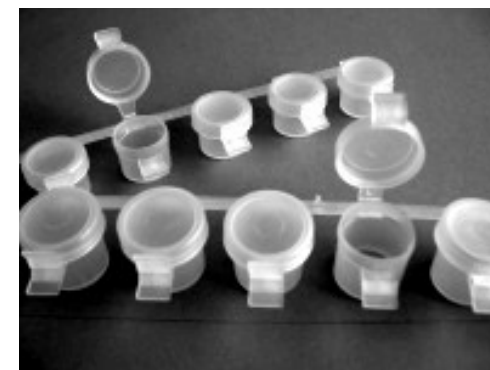
Ford Anglia van
Ford Anglia van with side windows
Ford Anglia ice cream van 'Wall's' (2 versions)

Edison 1/43 readymade (Italy, China):

Panhard 178 armoured car, 1942
Lancia Ansaldo IZM armoured car 1939
Morris **Portee 1941**

Cararama 1/50 readymade trucks, China:

Volvo NH12 curtainside artic. (various logos)
Scania curtainside artic. (various logos)
Scania container truck (various logos)



The paint pottles from Price Busters (see page 9)

First Gear readymade USA from China:

1/50 International TD-15 bulldozer
1/50 Komatsu GD655 road grader

Motorart readymade from China:

1/50 JCB backhoe loader 3CX
1/50 JCB excavator JS220

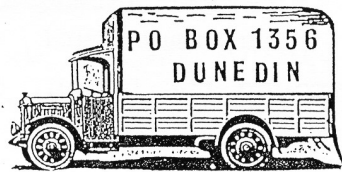
Wanted : Kit News!!



M MINIATURES

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New models in stock:

- **Edison @ \$19:95 each (see list in MA 220 'That's News?')
- **Road Signature 1/72, 1/43, 1/24 & 1/18
- **Signature 1/32 Fire ~ 1928 Studebaker & 1921 American La France
- **Motormax 1/12 Ford GT Concept & Mercedes-Benz SLR McLaren
- **Cararama 1/50 low loaders & 1/72 sets
- **Universal Hobbies 1/18 Land Rovers & 1/16 tractors
- **Saico 1/32
- **First Gear (on indent only)