

# MINIATURE AUTO

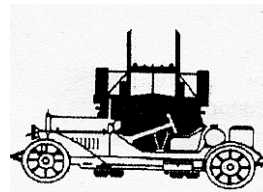
Issue 238

New Zealand

*41st Year of publication*



*Oxford Automobile Company  
1/43 1937 Jaguar Saloon*



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

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*The views and opinions expressed in Miniature Auto are not necessarily those held by the New Zealand Model Vehicle Club (Inc.) and the Executive and no responsibility can be accepted by the Club and/or the Executive.*

**ACCEPTING CONTRIBUTIONS TO MA NOW!!**

## FROM THE PRESIDENT

Well back from Bathurst (see report elsewhere) and its all go in the Brockie household. Two weeks before leaving for Aussie Leanne and I were presented with an opportunity to work together at the Holiday Park where I was currently employed. Only thing was that we have to live in a house provided on site.

Deciding should Leanne give up a well paid job that she loves, Can we survive shifting from a large 5 bedroom house to a small 3 bedroom one and then what to do with our house meant a few sleepless nights but the lifestyle and future opportunities won out and at least we could go on holiday knowing what the future held.

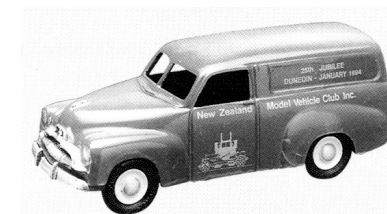
Back from holiday and straight into 6 x 14 hour days in a row and now its trying to finish off the renovations that we were slowly working on so we can get the house rented and shift house all within the next 3 weeks. As you can guess the model car hobby is taking a definite back seat at the moment. Also means that the model room that was part of the renovations is now no more. Hopefully we can still get one cabinet in the hallway so as to at least rotate parts of the collection on display.

Well elsewhere in this issue you should be able to read details of next years National AGM. With the date confirmed already it gives you all plenty of time to plan to be there.

Alexandra is a different location but we had a great turnout at the last AGM held there even if for the wrong reason so lets hope we can match it again. The Invercargill AGM asked for this location so now its up to you all to support it. No excuses.

Till next time  
Cheers

*Howard*



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## EDITORIAL

Firstly a great many apologies for the rather long break in the publication of Miniature Auto. I won't go into the circumstances but there was also a dearth of material for the publication. That said, it is great that we have a couple of 'new faces' as it were contributing. Also our new member from Norfolk Island has a very interesting tale to tell and is also picking up quite an unusual subject for next issue of Miniature Auto—model lawn mowers!

The Club annual general meeting is looming and I hope you will find the time to go along to it. One subject that is to be discussed is the format of our newsletter. Do we want to continue as it is? Return to the simple text only newsletter? Published electronically in PDF form. Would it be better to have fewer issues per year but with colour illustrations (i.e. more expensive product). The colour used in a few of the recent issues has been well received. Has the need for a newsletter been superseded by modern communications? Please let your ideas, feelings, etc. be known by either attending the AGM or advising your Delegate (see the Directory page).

As mentioned above, technology has changed the face of model collecting. Gone are most of the model shops and there are very few true toy shops. The numbers produced are now in the thousands instead of hundreds of thousands or even millions. Paradoxically there seems to be more choices out there; but not necessarily in the 'traditional' fields. See the piece on 1/76 models in this issue.

What about the kit builders? Obviously they will be affected by the same changes in the marketing side, but there is a growing trend in the model aircraft field to make fully finished (usually diecast metal) subjects that were previously the domain of kit builders. An example of this can be seen on the back page. Nice to have a 'close to home' item from an international maker. I think the Electra is also available in TEAL colours and the later Mark of Electra. I have also seen a North American Harvard advertised in R.N.Z.A.F colours.

There may be a solution to my tardiness as Editor—get an assistant! Samantha may fit the bill, except she can only deal with small scale items only!

Keep on modelling.

**Ron**



## BRANCH NEWS

### ***SOUTHLAND BRANCH JANUARY NEWSLETTER:***

December meeting held at Barry McCorkindale's home. Items discussed covered donation from the Great Little Train Show, Club Badges, Branch Competitions, Wanaka trip and Late Subscriptions.

Competition for December Meeting had a RED theme:

Kitset: No entries

Diecast Small:

1st G Robertson - Bugatti Veyron

2nd G Robertson - Mini GT

3rd R Corbett - 1934 Aston Martin

Diecast Large:

1st R Corbett - 1971 Jaguar E type

2nd D Peipi - 1960 Lotus Elite

3rd B McCorkindale - Ford Falcon

Article by Paul Thompson  
Wyndham Street Racing 2009

The town comes alive once a year for the Burt Munro Challenge Street Race each November. If you haven't been before then you are nuts as it's the best thing since Kylie Minogue - screaming, loud, burning, Methanol.

The hay bales go out, the drives get blocked as the track is set up. Next thing is it's Practice!

The Pits are behind the town's Main Street. The Grid is set and it's wheelies galore - 200 Kph plus past our house on the back straight! The Garage is open - the gates are up and the models are all dusted and ready for viewing - all 10708 of them! The Visitor Book is ready for signing, Club mates arrive and the day's all set.

In came the visitors - 1234 even more... at Lunchtime Andrew Stroud on the Britten [motorcycle] - OH!!! I just want one - speeding tickets I would get but oh the fun! Cops can't catch me, I'm up and gone! BYE!! Old and new machines thunder and putt their way around the track. Some make it around, some make it spectacular - crashes there are many!

The day's at an end and the racing is all over. It was another great, successful weekend - the People were great - the Racing was great! Everything went perfectly - Roll on another year!

January meeting held at Barry McCorkindale's home. Items discussed covered attendance at American (decided to flag this one), Wanaka trip (still on but you MUST be financial to attend) and Spark models - resin, high quality models that were familiar to only two members - Can anyone provide more information on them - maybe RON could give us something in MA if he has any information?

Competition for January Meeting had a COMMERCIAL theme:

Kitset: No entries

Diecast Small:

- 1st D Peipi - Tow Truck
- 2nd R Corbett - Morris Minor
- 3rd F Hawkes - 1935 Bedford Lorry

Diecast Large:

- 1st R Corbett - Model A Wrecker
- 2nd B McCorkindale - Volvo Dumper

## LETTER

Hi Ron

I thought I'd throw in my 2c worth about the 'mystery vehicle on the back page of MA 237.

This, to give it its correct name is or was the DS "Milles Pattes" LPR or in English the Citroen DS "Centipede - Semi Fast Truck" (or close to it). Seems it was built by Michelin for evaluating Truck Tyres. It was powered by two 250hp 350ci Chev V8 engines. One engine drove the multi axled rear presumably, and the other engine drove the centre mounted Truck wheel & tyre. Top speed was 180km/h - not bad for a crusty old DS, absolutely astonishing considering the whole thing weighed 10 tonnes.

The model here looks like one made by Norev around 2005 as a resin kit (I stand to be corrected on this)

Add one to my collection? - Ah, I don't think so.

Shayne Spicer

*Well done Shayne—a small prize will be on the way to you soon. I don't know about the Norev kit version but this particular example is from a French part-work magazine on Michelin vehicles (I think). It can be bought (should you REALLY want one) from dealers such as Digbys Miniature Automobiles ([www.digbysmodels.co.uk](http://www.digbysmodels.co.uk)) @ £10 plus post.*



Siku 1/50 bendy-bus.  
See next issue of  
Miniature Auto.

## 1/76 AND ALL THAT!

Recently there has been an explosion of small scale models of cars, vans, trucks and buses to the scale of 1/76. Why 1/76 scale? Of course it is uniquely British! 4mm to the foot is the conversion factor. How this came about goes right back to Roman days – apparently the track of a Roman cart was 4' 8½" which was later adopted as the standard gauge for railways in Britain (and most other countries as well). When it came time to make models of these railways, gauges such as 1 and 0 became popular at the time. Naturally these took up quite a bit of room for a layout and were generally only taken up by the well-to-do who had houses big enough to accommodate them. Later wealth became more evenly spread and it was seen that there was a market for smaller sized sets. A gauge of H0 (half 0 – 3.5mm to the foot) on the Continent was developed but it found that H0 sized British locomotives could not be fitted with motors in the rather slender boilers, so the scale was increased to 1/76, so there it stands even though motors have got smaller enough to fit in smaller boilers.

Exclusive First Edition (E:F:E) were first to see the market for a diecast range in 1/76 scale in a market-wide sense. Of course there were 1/76 models available but most were in kit form and makes such as Matchbox had grown there toys beyond the size suitable for model railways. When E:F:E started they offered trucks as well as buses, but in general large vehicles. Soon, the bus models took over as the market formerly dominated by kits was absorbed by E:F:E. Soon other makers jumped on the band wagon.

As mentioned, E:F:E mainly made large vehicles, but they did have a go at some cars – open sports cars – MGB, Triumph Vitesse, Triumph 1800, Austin Healey Sprite. Unfortunately, these did not seem to sell well and no further additions were made. Lledo (later Corgi) also had a go, after dabbling with 1/64 for some trucks (great for NZR modellers), with their Trackside range. Unfortunately after Corgi took over, the management lost sight of the aim of the range and increased the size of the smaller items to give them better perceived value for money. They were rumbled and there were even threats of invoking the Fair Trading Act as they were sold as 'suitable for 00 model railways'.

Oxford Diecast in the meantime had moved away from their Lledo like promotional items (hardly called 'models' and started marketing scale models in 1/43, 1/76 and 1/148 scales. At present they seem to be concentrating on 1/76 with some very innovated subjects. Other companies have sprung up – Pocketbond Classix and Base Toys (not really an appropriate trading name I think).

Although these 1/76 seem to be marketing well; 1/43 scale is being neglected somewhat. Part of the appeal of the 1/76 is the relative cheap price £3 to £5 for most cars and light vans and of course the small space required to display them. On the other hand, the fineness of detail is not there as most are made of metal which can't really cope with finer engraving. On the Continent, 1/87 models have been available for some time and they are almost all made in plastic.

One of the makers claims that 50% of the 1/76 offerings are bought by model railway fans, although there is only a finite market there.

# 1/76 PHOTOMESCELLANY

Fig.1



Fig.2



Fig.5



The other 50% are buying them (in my opinion) because the subjects modelled are not available in 1/43 (considered the main collecting choice) and are reluctantly buying them to fill gaps, or simply that they are quite cheap compared with a 1/43 model (\$NZ10 for a 1/76 against \$NZ60 for the same subject in 1/43!).

**Figure 1 Left to Right:**

*OD Jowett Javelin, OD Jaguar Mk.II 'Morse?', PC Austin FL1 hire car, PC Ford Popular De Luxe, PC Ford Prefect.*

**Figure 2 Left to Right**

*OD Bedford TK fire engine, Bedford "Green Goddess"*

**Figure 3 Left to Right**

*OD Standard Vanguard Phase I, BT Standard Vanguard Phase III*

**Figure 4 Left to Right**

*OD Vauxhall Victor FB (rear), PC Vauxhall H 4-10, OD Vauxhall Series E Wyvern, OD Vauxhall Cresta PA, OD Vauxhall Cresta PA Friary estate*

**Figure 5 Left to Right**

*OD Land Rover series 1 swb wagon, OD Ferguson 'little grey' tractor, E:F:E Triumph Vitesse convertible, OD Morris Series E convertible.*

## HOWARD'S BATHURST ADVENTURE

September 25 saw Howard, Leanne and 2 friends depart for Aussie and Bathurst. We had been looking forward to this for some time as it was 11 years since I had been to Bathurst.

First stop was the Gold Coast via Sydney and this was just after the dust storm had been through. We were still flying through the dust for the last 30min of the flight which was a different feeling as you couldn't see anything. Got to say the climate was great and we both said it would be so easy to shift back but not going to happen in the near future.

Couple of days in and I finally got to visit my first model shop. BJ's models in Hellensvale has a good range of mainly large scale die cast but does stock some kits and smaller scale although defiantly a model shop rather than a toy shop. After 10 min Leanne and the others come to drag me out but had to wait until I was finished my purchasing. The Bianta 1/18 1984 Brock VK Marlboro Commodore complete with a set of Marlboro stickers for \$165 was too much of a bargain to leave sitting on the shelves. Most of last years V8 Supercars were available for \$125 but this was early in the holiday so I behaved.

The next shop with a decent range of models was Toyworld in the Queen St mall in Brisbane. Had all the usual suspects but also lots of movie models and Sprintcars, drag vehicles etc all in 1/18 but virtually nothing in the smaller scales. The Lions Den at Logan Hyperdome provided a surprise. I was expecting all the Holden memorabilia but not all the Ford range. No discounts here though with prices comparable to back home when exchange rate factored in.

We 'did' the all the theme parks and had a go on the new V8 simulator at Dreamworld where 4 people get to race each other as well as the 2008 V8 Supercar field for 4 laps of Bathurst. You certainly get thrown around with 2 of the cars in my race hitting the stop button before it was all over as they couldn't take it any more. While I didn't give up I did manage to roll at Skyline and finish well behind the field. A small range of models on sale here but surprisingly not of V8 Supercars and highly priced.

Then we left our friends behind and Leanne and I were off to Sydney for a night before heading out to Bathurst. While some sections of the Pacific Highway are good particularly within 1 and ½ hours from either Sydney or Brisbane for the rest our SH1 leaves it for dead. Didn't get to see any models in Sydney other than a few cheaper radio control at Sydney's Paddy's Market. Did manage to get suckered in though buying a Jack Daniels shirt for both myself and my son. At only \$30 each it was a good buy only for my son to ask when he got given his why there were NASCAR badges on it. They were sitting amongst Holden Racing Team shirts and Ford Performance racing shirts so we just presumed they were V8 shirts. Never mind they were a nice shirt anyway.

Then it was off to Bathurst where we knew were going to pay dearly for everything. After all it was costing us \$400 for 2 of us to sleep in a tent for 3 nights. So you can imagine my surprise upon entering the Holden merchandise area at the track to find my bargain Brock Commodore on sale for \$119. Could also buy any of last years models in 1/18 for \$95. The same at the Ford area and I also got the 1/18 Brock VS Commodore for \$95. Clothing also was also very reasonable. Got a Wilson Security racing jacket with a second sleeveless vest for \$95 and Leanne got a team Vodophone hoody for \$40. There was also plenty of expensive merchandise available with items going for up to \$1000 and selling. The range was unbelievable from key rings to framed replica race suits to autographed car parts. There was even a Supercheap store inside the track which apparently for race week is the highest grossing store in the country.

Visited the National Motor Racing Museum which has about 50 cars as well as 20 bikes including some quite significant vehicles. One interesting display was the original 1984 05 HDT race winning VK Commodore. Trouble was Super Cheap had exactly the same car on display in their store from the Peter Champion collection. Both were adamant that theirs was the original so don't know how they are going to sort that one out. The museum also has a display of a number of Formula 1 cars in 1/43 scale covering a number of years all carved out of wood but the detail was amazing. Have also started a collection of 1/18 Bathurst winners and are just filling in as more and more are released..

Really enjoyed the race watching the start from start finish line before heading up the mountain to walk from the cutting to Forrest Elbow and back before coming back down to the finish line for the completion of the race and podium presentation. Got soaked in the rain and sunburnt all in the one day but that's what makes the race so interesting. TV just doesn't do the elevation changes justice. Even the start finish straight is on quite an uphill slope. The characters on top of the mountain with their trains of fridges, bbqs and stereos etc all add colour to the event although a lot quieter now than it used to be. The amount of alcohol they can take up is limited and registered to the car and all vehicles and even buses taking pedestrians up were stopped and searched by the drug dogs.

All too soon it was over and we were on our way back to Sydney airport for a 4am check in and then home via Melbourne and Christchurch finally driving back to Dunedin about 10.30pm on Monday night. Really enjoyed though and it won't be 11 years before we are back again

## NORFOLK ISLAND CALLING!

My collecting interest began, as with most of us, in childhood, which meant the quintessential Dinky Toys, then Corgi and Matchbox arrived on the scene as I progressed through my early years. When I was dispatched to boarding school, my brother, eleven and a half years my junior, was given all my toys and, unfortunately, they were lost in the sand or given away when our home was in West Africa. Some ten or so years after leaving school, my collecting bug was attracted to the relatively new Matchbox Models of Yesteryear. I still have many of those, plus many more acquired subsequently.

My collection today comprises:

- ◆ Matchbox Models of Yesteryear, predominantly cars, • Lansdowne, again predominantly cars.
- ◆ Model Box - an obsolete Italian brand, out of which grew Best and Bang, the latter now also defunct.
- ◆ Models of Morris Minor vans.
- ◆ Models of Riley cars. I arrived in this part of the world thirty years ago with my brother whilst on a mission to drive two Rileys around the world. Guy, my brother, ended up in NZ, and I originally went to Australia. I am still involved in Riley clubs around the world and we even host car club gatherings here on Norfolk Island... perhaps the venue for a future NZMVC event?!!

I have been dealing in model cars as a retailer since 1995, when we had a shop in Cairns, North Queensland. A lot of water has passed under the bridge since then. Nowadays we still retail models from our jewellery shop here on Norfolk Island, specialising in 1/43 scale cars. We are listed by Brooklin Models as one of two suppliers to New Zealand of their superb white metal models. A large proportion of our sales are via mail order and we offer discount freight to collectors, because of our remote location.

We source virtually all of our stock direct from Europe or Asia and have contacts all over the world, so are happy to help collectors with queries about anything relative to diecast or white metal models, particularly cars, and even full size British cars!

Rod Forrest  
PO Box 927 Norfolk Island  
South Pacific  
[rodandnancy@norfolk.nf](mailto:rodandnancy@norfolk.nf)



## MICRO MUSING

Recently, I was attempting to do a long overdue tidy-up at home. I found myself sitting down and reading a few copies of 'Miniature Auto'. If I had the time, I would have happily sat there all week and read the whole 26 years collection I have of them! They brought back so many memories including the 'good old days' mentioned by Eric and Ron about queues, and buying from overseas with British Postal Notes.

During the last few years, I have bought a few Micro Models to try and replace some of those I owned many years ago. I was really thrilled to find some articles including photos by Ron Ford a few years back, which have been of immense interest and assistance as I try to add to my slowly increasing collection.

When we were very young, my sister, Maria, and I owned a black Humber Super Snipe. Neither of us can remember whatever happened to it, so I was excited recently when a fellow modeller turned up with a box of old toys from his childhood. In it was a Humber Super Snipe, which after a little negotiating, now belongs to 'guess who?'.

It was well played with and had flat tyres and probably been repainted several times, but otherwise, undamaged. At present it is dismantled but will hopefully soon look like the original one which my sister and I had as children.

I have four new 'Micro Model' tyres which I bought from a Christchurch model shop a long time ago. New cans of undercoat and black paint and a small tin of silver ready; I hope to have it finished soon!

Many thanks, Ron for the excellent articles and photos of Micro Models in these editions of Miniature Auto several years ago.

Happy modelling to you all,

John Henderson

PS The colour photos in the recent Miniature Autos look superb!



*Great article John. The Micro Humber Super Snipe had been a favourite of mine and I think the only diecast of this model to date around the world. It is also special as it is one that hasn't been reissued. It was reported that half the die is in Melbourne but the other half is missing. Don't forget that ALL members are entitled to a free advert. per issue of Miniature Auto – BUY, SELL and SWAP.*

*Colour photos are nice but still expensive. This has been balanced out recently by fewer MAs per year. Ed.*

## MODELLING WITH MAURICE

Greeting to all fellow modellers for 2010!

Always on the lookout for material suitable for model displays, I recently dismantled a computer keyboard. Apart from the colour-coded fine wiring (suitable for detailing motors); I figured the lower plastic casing would make an ideal display base. Long and narrow, the slightly tapered base can also be raised a little at the rear by the two hinged tabs.

Late in January, I attended the 'Muscle Car Madness' event at Rangiora. There were around 1,500 vehicles on display over the one weekend. On Sunday, a model display was held. Invercargill model builder, Gary Petersen, had a number of his scale model plastic kits on view featuring replicas of New Zealand Hot Rods and Customs.

Also on show by other individuals were a number various scales of plastic kits, including 1/8 scale Fords and earlier 1/24 and 1/25 scale plastic models, plus some 1/18 scale diecast.

A new model shop has opened in Dunedin under the name of Aargen Hobbies stocking an assorted range of items.

**Maurice Boyles.**

## FROM THE ARCHIVE:

June-July 1969

There have been several ideas and suggestions put forward since the first Newsletter and copies of the Club Rules were sent out to members. Two of the suggestions were:

1. the inclusion of those with slot-car interests
2. Allowing overseas members to take part.

The question of overseas members and their subscriptions was raised at the Inaugural Meeting in Christchurch, January 1969, and it was to be left until the following year for further discussion depending on the success of the Club in the first year of operation.

The question of slot-cars was also raised in Christchurch and there was an unanimous decision that the Club would be for collectors of models made of any type of material, such as diecast (*metal*) plastic, rubber, steel or construction kits of any material. Models could also be push-'n-go, battery or clockwork operated, but slot-cars could not be included in the total of the collection unless the motor had been removed.

**Eric Brockie**

## THAT'S NEWS?—THAT'S NEWS!

### OXFORD DIECAST

#### 1/43

Sunbeam Talbot 90 mk II/a  
Vauxhall Cresta PA Friary Estate  
Austin Low Loader taxi  
Ford Thames 400E van and mini bus

#### 1/72 Aircraft

Lavochkin fighter (Soviet)  
Focke Wulf 190-A4  
Hawker Typhoon mk. 1b  
De Havilland Mosquito FB mk.IV

#### 1/76

Alvis Speed Twenty Cross & Ellis  
Jaguar SS 2.5 Saloon  
Riley Kestrel  
Standard Flying Twelve  
Wolseley 6/80  
Wolseley 18/85 Series III  
Commer Q25  
AEC Regent III/Merryweather fire  
Scania fire engine  
Ford Thames van  
Volkswagen T2 (various)  
Ford Capri III  
Ford Escort III  
Vauxhall FB Victor  
Volvo FH with low 8 axle loader  
Volvo FH Recovery vehicle.  
Leyland car carrier (like Dinky 984)

#### 1/148

Vauxhall Cresta PA Friary Estate  
Austin Low Loader taxi  
Scammell Scarab van trailer  
Land Rover 88" wheelbase  
London Transport AEC RF bus  
Q1 Trolleybus

### CORGI VANGUARDS

#### 1/43

Colin McRae Commemorative;  
Subaru Legacy 2000cc 91/922  
Ford Focus 2000cc 1999/2002  
Ford Escort mk.II 2500cc 07  
Subaru Impreza 2000cc Turbo 97/98  
Subaru Impreza 2000cc 1995  
Ford Sierra RS Cosworth Grp A 89

#### Normal 1/43

Ford Cortina mk.IV  
Volkswagen Golf mk.I  
Subaru Legacy RS Turbo Series 1  
Peugeot 209 mk.II  
Ford Sierra RS Cosworth

#### Original Omnibus (OOC) 1/76

Routemaster open top  
Scania Irzar PB  
Caetano Levante coach

#### 1/50 Commercial

Scania 111  
Seddon-Atkinson Strato

#### 1/76 Trackside

Ruston-Bucyrus face shovel 1937

#### Aircraft 1/48, 1/72 & 1/144

Boulton Paul Defiant  
Spitfire mk.1 & 1a (1/72 & 1/32)  
Westland Whirlwind HAR mk.10  
Eurofighter Typhoon

Revell kits USA first half 2010.

1/25 Cadillac Eldorado Brougham  
1/25 Ford Expedition Custom  
1/25 Chevrolet Corvette ZR1  
1/25 '68 Dodge HEMI Dart 2'n1  
1/25 Dodge Viper SRT10 ARC  
1/25 '62 Chevy Impala Hardtop 2'n1  
1/25 '67 Dodge Charger 426 HEMI  
1/25 Chi Town Hustler Charger  
Funny Car  
1/25 Hawaiian Charger Funny Car  
1/25 Mongoose Duster Funny Car



Hobby Master 1/200 Lockheed L188C Electra 'Air New Zealand' ZK-TEB

#### Monogram kits USA first half 2010.

1/24 Kurtis Kraft Indianapolis Racer  
 1/24 '55 Ford Street Rod  
 1/24 '56 Chevy Bel Air  
 1/24 '32 Ford Street Rod  
 1/24 '57 Chevy Nomad  
 1/24 '37 Ford Sedan  
 1/24 '82 Corvette  
 1/32 Mack R conventional and  
 Fruehauf tanker Snaught  
 1/24 '39 Chevy Coupe Street Rod  
 1/24 Buick Grand National  
 1/25 '48 Ford Woody  
 1/24 '66 Shelby Mustang GT350  
 1/25 '55 Chevy Bel Air Hardtop  
 2'nl  
 1/24 Ford F-250 Super Duty Pickup

#### Monogram Slot Cars

1/32 Lola T-70 mk.II #98 Parnelli  
 Jones  
 1/32 '67 Ford Fairlane #29 Dick  
 Hutcherson  
 1/32 McLaren M6A #5 Denny  
 Hulme.

#### Starline 1/43 diecast Germany/China

1958 Alfa Romeo 2000 4-door  
 1938 Alfa Romeo 6C 2300B  
 1939 Lancia Astura IV Series  
 Ministeriale  
 1952 Siata 208CS

Wanted wanted Wanted wanted Wanted wanted  
 Kitset News,  
 Diecast News.  
 Any Hobby News whatsoever!