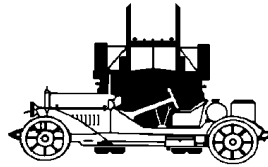


Miniature Auto



Code 3 Mack C Pumper F.D.N.Y.

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

A publication for and by collectors and builders of model vehicles

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Magazine articles and related correspondence to the Editor.
Change of address to the Secretary.

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Club Website: www.nzmvc.in-newzealand.com

EDITORIAL

With the increasing use of the Internet I think the Club needs to consider the emphasis it places on its web site. Granted it is still in its infancy but in very short time it could be THE gateway to the club for many people. Some thoughts on its format from the membership would be nice as I'm flying blind at the moment. I think the Club needs to decide how much of the site is to be devoted to advertising OUR activities, meetings, displays, and how much is to be freely accessible by the general public, ie. do we build a special 'members only' area? Copy and photos would also be nice to build the site up. Late last year I asked Carville and Eric to write a short piece on how they got started in the collecting habit to form the "intro" to the Club site but to date I've had nothing back - I sent them a reminder a couple of months ago and they both apologised but still nothing. (Eric's has since been supplied -Ed) I personally am currently working on something for my business which could be made available to the club - it consists of a photo gallery of Dinky and other toys together with information on the particular model - its a time consuming job just building the product but I believe it would be of interest to many many people who collect model vehicles. I also hope to supplement the raw "data" side of the project with some accompanying articles on the history behind some "brands" of toys. This product is intended to go on my site (Toysnz.com) where I intend to sell toys (what else!) via the Internet. Naturally I need to supplement that with some sort of freebie to attract attention to the site, hence the "database" of info on toys.

The upshot of this is to point out we really need to devote some time to considering WHERE the Club intends to be in 5 years time and HOW we are going to get there. From my experience as a corporate planner I can say unequivocally that this is the BIGGEST hurdle to survival and the HARDEST thing for any organisation to do. I went grey trying to get my former employers to do exactly that and even eight years after I left they are still trying to define what sort of organisation they are, what they are going to do and how they are going to do it.... in the meantime they have stumbled from one year to the next with no clear direction. Mind you I have experienced the same problems with my own business, which has changed dramatically from a bulk food retailer to a combined hair salon and e-mail centre over the same period of time, and currently is facing its biggest hurdle yet - how to survive in the face of increasing competition and falling returns. The solution (I hope) is to expand the nature of its operations and the nature of the services we supply to the public - is this

a solution for the Club? But what services do we provide? How can we expand them? More Questions than answers but the Internet may hold some of the answers - build up the website, sell advertising on it, add articles of interest to it, IF WE BUILD IT WILL THEY COME?

Jan Cousins

PRESIDENT'S PIECE

Ian has raised some very valid points in the previous article. The article forms part of Ian's response to letters I sent to members of the executive earlier this year seeking some thoughts on where the club is going and how to improve it's membership numbers. Unfortunately while there was some comment on the membership situation there was very little on the direction of the club with one branch being happy with the current direction of the club. From where I sit, and apparently Ian as well, I can't actually see any direction. The club is just drifting. Ian has split the direction problem into three areas. The best place to start is at the beginning. What sort of organisation are we?

On the surface this is easy, we are a Model Vehicle Club, it even says so in our name. But what is a model vehicle club? What is it for? I have written before on the question of what is a vehicle so I won't belabour that point here, but what are we for? Clause three of the Constitution is entitled 'Objects'. Sub-para e and f we can ignore here. Sub-para a, b and d are dealt with at branch level with varying levels of enthusiasm. This leaves sub-para c. As far as I am aware the only activity that is covered by this is the publication of Miniature Auto, of which I couldn't even tell you whether the club has a full set (as opposed to a members personal collection).

One area applicable here that the club has neglected is history. Much historical information is still in the heads of our older members, but for how long will this information be accessible? Lets get all the information we have on the history of New Zealand made models, and the hobby in New Zealand in writing so that it can be collated and a complete history recorded, before it is too late. Once the club has the raw data we can collate it and present it in one place (the website?) for all to access it.

Lee Tracey

BRANCH REPORTS

OTAGO

Otago Model Engineering Society Modelling Month

Otago Branch of NZMVC participated in the OMES month of modelling for the 3rd successive year, and a great display of models were presented by Graham Patterson, Howard Brockie, Bruce Boothby and Eric Brockie.

The numbers of the public who visited the display seemed to be down considerably on previous years but this will not be known until we receive a financial report from the event from Otago Model Engineering Society.

Eric Brockie



Parts of the Otago Branch display at the Otago Model Engineering Society Modelling month exhibition

The 2001 Weekend in Central Otago

As we had reported earlier, last years event was enjoyed by all those who attended, but the June timing was difficult so we changed to earlier in the year for 2001 so that more of the Central Otago members could attend. This did not prove to be a wise move as only two of the Central Otago members participated in the weekend activities. Although only a small number of members participated, the weekend was enjoyed by all those who did take part.

The weekend was to have started in Wanaka at 12 midday but in passing the Wanaka airfield the Air Force planes were about to take off so our arrival time was delayed. After solving the problem of getting a gas bottle to operate the barbecue we all had an enjoyable lunch and then travelled on to the Wanaka Transport Museum.

Time was spent looking at the various exhibits that are there and then a series of competitions had been organised for members based mainly around the model collections that are displayed at the Museum. The collection of models displayed at the Museum continues to grow and now totals many thousands of models. Competitions covered subjects such as how many Fire Appliances are based at the Museum, the number of Fun Ho! Models in the cabinets, how many car transporter models are displayed. The results of these competitions were quite wide and varied. Many of the models the members were trying to find were hard to see and hidden behind other models or display items, but an enjoyable three or four hours were spent in the Museum.

Saturday evening was spent having a meal at the Golden Gate Restaurant in Cromwell, and again the evening was enjoyed by those who attended.

Sunday morning was spent viewing the collection of Club member Murray Hewlett in Cromwell. His collection is quite varied but with a strong showing of earthmoving equipment. Murray has been into collecting for a number of years and still has some of his early models that he has had since he was much younger.

The weekend was a success and enjoyed by those who did participate but we hope to see more of our Central Otago members next year because after all this is our reason for holding the event.

As usual it was great weather for the weekend.

Eric Brockie

Some of the Built kits from the OMES display



LET ME INTRODUCE...

Many years ago the club used to issue membership profiles giving a breakdown of members collections and their interests. I always thought this a good idea as it was an easy reference to find out who had similar collections to myself and whom I may wish to visit when travelling. I appreciate that with the privacy law etc that we can no longer do that but if the member offers the information surely that must make it ok to publish. (Yes –Ed)

I feel it would help strengthen the club, as we members will no longer be just a name.

Below is some information about myself, and I would encourage other members to put pen to paper and offer a similar profile. And not just newer members but some of the older ones also as many of the newer members may not be aware of your style of collection.

Name: Howard Brockie
Membership No: 138
Age: 40
Wife: Angela
Children: Danielle – 6
Michael – 5 who has started his own collection already. He collects models and plays with toys, and wants more models than Dad but not just small ones. 1/18 scale will do
Job: Holiday Park Assistant Manager
Interests: Family, Photography, Cars, Motorsport of all kinds.

Collection Details

Matchbox	1 – 75	384
	King Size	21
	Yesteryear	87
	Other	28
Classic Carlectables		20
Rolls Royce various Manufacturers		
	Diecast	150
	Kitset	16

Kitsets	mainly Hot Rod, Drag racing, F1 or Touring Cars	
	Built	8
	Unbuilt	48
Total:		839

My first experience of models was very early (with a father like mine what else could I expect) and a large number of my early Matchbox 1-75 originate from my childhood days and although they may be chipped most are not damaged.

The Rolls Royce portion of my collection stems from when I was first starting to buy my own models. As I could not afford all the models that I wanted Mum & Dad suggested that I specialise so what else could I choose but the best car in the world. I collected any and everything to do with Rolls Royce and the models range from cheap plastic toys to the Pocher kitset of a 1932 Phantom II with 2200 parts.

The kitsets and remainder of my collection consist mainly of sports, racing and hot rod style vehicles and range from 1/43 Aussie V8 Supercars to the Pocher 1/8 scale Ferrari F40 which is currently under construction. *(Building a Pocher there's a man with a sense of adventure! -Ed)*

Since arriving Back from Australia in December 98 additions to my collection have been few and far between as money has had to go in other directions. Also not helping is the fact most of my collection is packed away in a storage unit due to lack of space in our current house which is supplied by our employer.

While interested in all forms of motorsport my favourites would be Aussie V8s, F1 and Indycars. As part of this I worked at the Gold Coast Indy for 8 years ranging from gate supervisor to flag marshalling, and in pit lane for the CART organisation themselves which was a great experience.

Howard Brockie

Thanks Howard. Other members are invited to tell the rest of us about their collecting interests. They do not need to include as much personal detail as Howard has done but it would be nice to learn more about the members and both what and why they collect. Ed.

Incidentally Howard if your still interested in RR models well known RR collector Andre Blaize has a website at <http://perso.club-Internet.fr/blaize/> which is regularly updated with plenty of RR model info. Ed.

MODEL SCRUTINEER

The Australian Diecast manufacturer Top Gear are well known for their range of 1/43 scale Australian car models. However over the last couple of years they have branched out into a 'superscale' range. For some reason they have chosen the scale of 1/24 rather than the more usual 1/18. The first release in the range was a black FJ Holden with high level of detail (Well high considering how spartan the real FJ was). Following this were the HK Monaro and the XY GTHO Falcon, both available in two colours. The next releases were a very nice two tone Green FJ and a vinyl roof version of the HK. As I write this I have just received the pamphlet for the latest release the 350 GTS HT Monaro. By the time I got my interest and financial act together I had missed the Falcons and the two tone FJ. However I did manage to get one of the vinyl roof HK's which is the subject of this article.

The first impression of this model is very good with a lovely 'look' to the vehicle, though the size does at first seem a little small as all the models around it are 1/18 scale except for a 1/24 Franklin Mint Lamborghini Countach. Bye the bye the Countach looks positively clunky next to the Monaro with much heavier castings and paint finish. Speaking of the paint this is really well applied in a metallic blue that, from memory, looks right. The vinyl roof is a satin finish black that looks and feels just right with just enough texture. Trax have left the area around the rear window in body colour as per the original cars. The chrome trim around the vinyl is represented by silver paint. The front and rear window surrounds are separate chromed pieces. The matt finish black stripes are well applied with no bleeding. The casting onto which the paint has been applied looks good if a little heavy around the rear wheels.

Separate mouldings on the body include the door handles, mirrors, filler cap, bumpers, quarter light frames, windscreen wipers, rear fake light panel and grill. These are all chromed with the rear light panel and grill having the appropriate coloured parts highlighted.

The opening panels (doors boot, bonnet) all have slightly large gaps but not as bad as many other brands I have seen. Speaking of the opening features the action is very nice not too light but not so hard as to make you scared of breaking something when opening them.

Opening these panels we find the boot to be very a sparse black plastic moulding with a very nice spare tyre mounted at the right side. The bonnet opens to

reveal a nice engine bay dominated, as one would expect, by the huge lump of the 327 ci V8 which is painted in Chevy Orange. The rocker covers are painted a semi gloss silver as is the large circular air cleaner. Simplistic looking exhaust manifolds are separate pieces picked out in a bronzy sort of colour. Any inlet manifold detail is hidden by the giant air cleaner. Wiring for the plugs is included as are two black plastic wires running from the battery to the depths of the engine bay. Radiator and heater hoses are nicely moulded pieces. The rest of the engine bay is very sparse apart from a white fluid container at the right front, brake cylinder and servo at the right rear and a large whitish contraption at the left rear (air con, heater?).

Opening the doors reveals a very nicely done interior dominated by the black colour scheme so beloved of sports cars of the period (just beautiful on those lovely summer days in Brisbane or Darwin). The interior Door panel features a separate chromed window winder and the 'chrome' detail strip picked out in silver paint. The hinge is the usual heavy lump that cheapens all models with opening doors. A shame as this detracts from the very finely detailed information label just above the one on the drivers side. The seats are the next feature of note, done in a satin finish black plastic that has a slightly soft feel to it. The front seats fold forward very slightly. The sides of the front seats are dominated by the large chrome adjustment mechanisms.

The Dash panel is very well detailed with the instruments and surrounds all picked out very finely. This extends to the centre console controls and the glove box trim. The gearlever console is well detailed with the plastic wood trim looking just right and all the raised edges picked out in silver paint to represent the chrome trim. The lever itself is black with a brown shift knob. The steering wheel is a good representation of the thin fake wood rimmed type of the period. The spokes have the central slots cut out to enhance the realism.

Underneath the model the floorpan is well detailed with separate exhausts, including plated tips. The suspension at the front is moulded as part of the floorpan. The rear suspension is, I think, moulded as a separate single piece with the shocks picked out in dark green. It is a bit hard to tell exactly as everything else is the same shade of black making it difficult to tell where one part ends and the next begins. The steering mechanism for the front wheels is very rough looking. The wheels and tyres are very well done. The tyres have a nice tread pattern and the correct red stripe on the sidewalls. The wheels feature nice moulding and a good looking grey finish with chrome rims and centre caps. The centre caps have the hollows picked out in red paint leaving a raised central blob meant presumably to represent the Holden emblem.

All in all a superior quality model that has me thinking seriously about buying the HT

Monaro and any new version of the XY Falcon that Trax may release. I believe they are also working on a Charger for this scale. If so the three models would form a great display of the epitome of the Aussie Muscle Car period.

Lee Tracey

COMPETITION

Only two replies last month, but both were correct. Given that scenario I couldn't select only one winner, therefore Bruce Boothby of Otago Branch wins the Buffalo boots Mustang and for Howard Brockie I have dug into the unwon prize cupboard and selected the 1996 Jordan Peugeot F1 car of Martin Brundle. Congratulations to both winners.

The correct answers were

1. Beer (German)
2. Cigarettes (German)
3. Oil and Fuel (Spanish/Argentine)
4. Restaurants (US)
5. Laundry Detergent (America's Favourite)

This Month Garry and the team at Acorn Models (37 Manchester St Christchurch Ph.03 374 6000 & 381 Gt North Rd Auckland Ph. 09 360 0233) have supplied a nice BMW 325i as driven by D Schielen in the 1994 DDT.

The Questions:

What do the following manufacturers initials Stand for?

1. BSA
2. FIAT
3. BRM
4. MG
5. BMW

Too Easy! The avalanche of Entries should be addressed to The Editor (27 B Weka St, Hamilton) by 16 July. All correct entries will go into the editorial hat from which the winner shall emerge.

Good Luck



Left: Ebbro 1955 Toyopet Crown featuring opening front and rear (suicide) doors on the right side.

Right: Corgi US51101 M113 Armoured Cavalry Assault Vehicle US Army



Left: Ebbro Toyota Landcruiser BJ40 soft top

Below: Corgi US50705 Mack LS Litefoot Logging



MODELLING WITH MAURICE

FUN – How does one incorporate humour into models? For model building – imagination and experimenting.

Models are types of art forms in a way, I know as a plastic kit builder, I can use many methods when assembling a model to express the way I want it to look. Diecast models, however, are a little harder to alter but I believe anything is possible if you experiment a little. I've tried altering diecast models, purchased as built up units, disassembled and rebuilt to represent weathered relics. Sure, not exactly in comical form, but if you are prepared to experiment and don't mind rebuilding a model then who knows what you may achieve.

So in what other ways may fun be incorporated into our hobby? I read just recently where a competition was held with contestants assembling snap together kits against the clock – blindfolded. With the cost of imported models this may be rather expensive to set up. A variation could be to purchase several low cost models, disassemble them, then invite contestants to assemble them blindfolded. 1/32 snapfit kits may be suitable. Food for thought! *(Sounds a great way to generate action interest at a branch display – Ed)*

On my model table not a lot has been happening, I've been tinkering with a couple of kits, weathering them. I recently saw a model in a magazine that had been realistically rusted out along the lower body panels to the extreme, very impressive – something I wish to attempt.

I'm also working on a large portable diorama base, which I hope will help better display my models. Still in the designing stages, I hope to have several interchangeable bases painted to represent different themes, such as a car park, a grassed area, a race track etc.

Maurice Boyles

BRITISH CAR CORNER

Dinky produced a model car in 1934 at No. 24D in their line of miniature vehicles, listed as a Vogue Saloon, it was changed in 1938 to No 36C and listed as a Humber Vogue. After the war this model was re-issued again for a further two years. The earlier models were painted blue and had a spare wheel mounted on the front mudguards, while the later two models had the spare wheels removed and were painted brown with black chassis, mudguards and running boards. Although listed as saloons, the models are 2 door hard top coupes with front opening suicide doors cast into the body, the 1938/41 issue also had a driver and footman. Dinky no 165 is shown as a Humber Hawk, and was produced from 1959/63. Painted maroon and fawn, or green and black, it was also available as a police car, obviously painted black with police signs on the roof, external aerial and came with a driver and policeman seated in the car.

A lesser known model manufacturer called Chad Valley produced cars and trucks in the late 1940's. This firm was commissioned by the Rootes Group to make promotional models of Hillman, Humber, Sunbeam and Commer vehicles which were sold in toyshops and Rootes Group garages in Britain. Some of these models had wind up clockwork mechanisms and were produced through to the mid 1950's. An early 1950's Super Snipe was made and a mid 1950's Humber Hawk. The Super Snipe is the model with large round mudguards with the external running boards, painted black with silver painted grill, air vents, bumpers and lights. It appears to have a reasonably good resemblance to the real car, as does the pale green coloured Hawk, with the same features highlighted in silver. Both models appear to have a crude casting and paint finish, and both have a key hole in the left rear door so obviously both are motorised.

The Australian Micro Models produced a black Humber Super Snipe at No G.B 10 in 1954. This is a later model than the one previously mentioned as this one does not have the external running boards and has the flow through side panels. Most Micro castings are crude, but this Humber Super Snipe model seems to be better than some and the manufacturer seems to have reproduced an accurate miniature of the real car. This model was re-issued by NZ Micro Models, Lincoln Industries as No 4306 in the 1960's and it appears to be identical to the earlier Australian made model.

Another manufacturer that is a relative newcomer to the market is a firm called Gems & Cobwebs, and their advertising slogan reads Classic British Models. I have not seen any models from this manufacturer so do not know anything about

them. Their 1996 line of models include a 1959 Series one Humber Super Snipe in both black and cream/grey, a 1964 Series five Humber Super Snipe in grey, a 1965 Humber Imperial, and a special limited edition metallic green Humber Imperial as used by the Governor General of Barbados in the 1960's.

Spot On the English company owned by Triang introduced a Humber Super Snipe estate car in 1962. Spot On models came with windows, seats, steering wheel, number plates, plated plastic bumpers, radiator grills and headlamps. The estate car also came fitted with roof rack and luggage, wing mirrors, a driver and a passenger. I have two colour articles on this model, one shows it in a pale blue with white roof. It appears to have a good casting and a good quality paint finish. Made in 1/42nd scale this Spot On model also came in a decorative box complete with a colour picture of the real vehicle together with the technical information relating to it. These models are very rare today and are very collectible on the world market.

Lansdowne Models are in my opinion one of the best 1/43rd scale models available on the market today. Produced in England by Brooklin Models they offer a good range of quality models. One of their releases is a 1961 Humber Super Snipe. The one I have seen is painted a dark royal blue, with light blue interior seats, carpets, door panels, and dashboard. The interior also shows woodgrain panelling on the dash and on the rear of the front seat, rear passenger picnic trays and glove box. Also shown are the steering wheel and gear change lever. Chrome grill, bumpers, rear number plate surround, tail light surround and chrome disc wheels with side wall are also featured in this top class model. The paint finish on these models is first class and the weight of such a small model is amazingly heavy. Lansdowne Models are produced in limited numbers and this Super Snipe is probably one of only a few hundred made at any given time.

Russell Corbett

Dinky 165 Humber Hawk





Left: Sprint Car by
Howard Brockie

Below: Matchbox FX Ambulance



Below: Two 1:43 releases from Road Champs, left 1957 Oldsmobile Starfire and
right a 1955 Pontiac Star Chief Safari



~~THATS NEWS?THATS NEW!~~

SCHUCO Germany Diecast (scale) 3rd quarter releases

00071 VW Beetle saloon (18)	1232 Piccolo Fireman with Magirus ladder truck
1714 Piccolo set of the year	1860 Examico Spider – Schuco Classic
2571 VW T1 Van (43)	2591 VW T1 Pick Up (43)
2601 Porsche 356A Cabriolet (43)	3004 Mercedes Benz L6600 Tanker BP (43)
3035 Krupp Titan Tilt Truck (43)	3121 Trailer with tilt for MB L6600 (43)
5291 NSU Max Motorcycle (43)	5311 Victoria Bergmeister Motorcycle (43)
5321 BMW R75 Motorcycle (43)	

TRAX Australia 1:43 Diecast

TR17D/E/F '72 Holden HQ SS 3 colours	TR5G EH Holden Premier Sedan Gold/Ivory
TR6F EH Holden Premier wagon Portsea Blue/Ivory	

AMT USA 1:18 Diecast (LE Quantity)

58 Plymouth Fury (9996) av	71 Dodge Challenger 2 colours (4998 ea) av
70 Dodge Challenger R/T Blue (2500)	69 Dodge Coronet Black (2500) 7/01
69 Dodge Charger R/T Bronze (2500)	35 Deussenberg SSJ silver/blue 7/01
37 Cord 812 Black 8/01	62 Corvette American Graffiti av
32 Ford Roadster 'Grease' av	60 Ford Starliner Hot Rod 'Grease' av
49 Mercury Custom 'Grease' av	49 Mercury Stock 'Happy Days' 7/01
57 Cameo Pick Up 'Happy Days' 7/01	58 Impala 'Happy Days' 7/01
73 Pontiac Firebird T/A (5000) 10 Fastest	70 Buick GS Stage 1 (5000) 10 Fastest av
69 ZL-1 Camaro (5000) 10 Fastest 7/01	70 Challenger (5000) 10th Ann. 7/01
69 Pontiac GTO (5000) 10 th Ann. 7/01	57 Chevy Bel Air H/T (5000) 10 th Ann.
71 AAR Cuda (5000) 10th Ann. 7/01	64 Impala Ankeny IA Police (5000)av
60 Ford Starliner Ohio SHP (5000)av	49 Mercury Florida HP (5000) av
58 Impala Michigan SP (5000)7/01	57 Chrysler 300C Black av
Collector Edition Sets (1x 1:18 and 1x1:64 scale model) Limited (?) 5000 each	
58 Chevy Impala av	69 Mustang Mach1 av
Dodge Charger 'Dukes of Hazard' av	69 Dodge Daytona av
35 Deussenberg SSJ 7/01	37 Cord Convertible 7/01

CODE 3 USA 1:64 Diecast

E-One Titan Crash truck Vancouver av	Mack C Pumper FDNY av
Bell 412 Helicopter LA County av	Pierce Quantum Ladder Mason av
E- One Cyclone 2 Pumper Boston av	Aerialscope Ladder FDNY
Crown Pumper Emergency! (TV) av	Firehouse Emergency!
Dodge Squad truck Emergency! Av E-One	Titan Crash truck Denver av
Sutphen Pumper Orlando av	Sutphen Tower Ladder Orlando av
Mack C Pumper Patriot av	

CORGI UK 1:50 Diecast

10301 AEC Ergomatic Sheeted F/Bed 7/01
av

11904ERF EC Feldbinder Tanker Redland

12206 Scania 4 series Tractor MacFarlane19901 Blue Curtainside Trailer

11802 Leyland DAF 85, Tandem Jeep Dolly, Bogie & Concrete Beam Load

35102 AEC Routemaster Open London Coaches

US52208 E-1 Sidemount Pumper Fairfax VA

US50204 M35A1 2½ Ton Truck USMC

US50303 M48A3 Patton Tank US Army

US51101 M113 Arm. Cav. Assault Vehicle

US51202 AH-1G Huey Cobra USMC (1/48)

SKID Portugal 1:43 Diecast

SKM162 Ford Focus 'Red Bull'

SKW024 Peugeot 206 WRC 1st SR 00

SKW025 Peugeot 206 WRC 1st Oz 00

ONYX Portugal 1:43 Diecast

XLM039 Porsche 911 GT3R Repsol LM00 XLM044 Porsche 911GT3R #78 LM 00

XLM047 911GT3R 'Dick Barbour' LM00

XLM048 Porsche GT3R Perspective LM00

XLM054 Porsche 911 GT3R Castrol LM00 XLM061 Dodge Viper GTS-R/T #51 LM00

XLM062 Dodge Viper GTS-R/T #53 LM00

XLM063 Dodge Viper GTS-R/T #52 LM00

XGT014 Porsche 911 GT3R Red Bull Day01

XGT017 Porsche GT3R FIA GT Champ 00

IXO China 1:43 Diecast (A new Company there is some speculation it is the new name for the Vitesse group.)

MOC001 '00 Subaru Impreza WRX Blue

MOC002 '00 Subaru Impreza WRX Silver

MOC003 Mini 2000 Black

MOC004 Mini 2000 Red

CLC001 Ford T Touring Open

CLC002 Ford T Touring Closed

CLC003 70 Range Rover 3.5 Green

CLC004 70 Range Rover 3.5 Sahara Dust

RAM001 Subaru Impreza WRC Burns MC01

RAM002 Impreza WRC Martin MC01

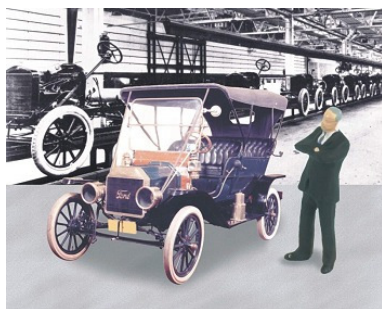
RAM003 Mitsubishi Lancer Evo6.5 1st MC01

RAM004 Peugeot 206 WRC 1st Sweden 01

STB001 Suzuki GSX-R 600

STB002 Suzuki GSX-R 750

STB003 Suzuki GSX-R 1000



Model T models from Vitesse (L) & IXO (R)



Above: Two Wheels TWR065 Yamaha YZR 500 Regis Laconi 2000.



Right: Quartzo XGT014 Porsche 911 GT3R Daytona 24 Hrs 2000



Below: Skid SKM162 Ford Focus R. Baumschlager Semperit Rally 2000