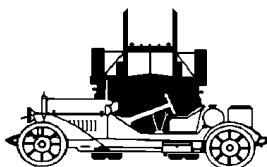


Miniature Auto

A publication for and by collectors and builders of model vehicles



Speights Delivery Tanker by Evan Blanch



October 2004 Issue 212

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

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GUEST EDITORIAL

COMMUNICATION. I believe there is a drastic lack of communication within the club both between the members and between the Branches. Without communication we will not continue to go forward or grow in membership or get support in the functions that we organise for our members. I have raised this subject before both in letters to the Branch delegates and in letters to Miniature Auto, but it would appear that no one cares any more.

The Otago Branch receives the newsletters from the Southland Branch and we see reports from them in Miniature Auto but we hear nothing and read nothing from anyone else within the club so far as activity goes. *(You need some activity before you can write about it - Ed)* I am still convinced that if Branches and/or members do not promote the club then the club will not increase in membership.

No matter how large or small your Branch or membership in your area is you will only get, at the most 10 percent of the members to participate or work for your branch, which I know is only a small number but that is figures that have been used for many years.

The Otago Branch has always forwarded their newsletters to all other Delegates and recently had written to some Branches with specific invites to attend the Model Vehicle Festival in Alexandra. These letters were forwarded over a month before the event and the Delegates were asked to let their members know. However in a recent conversation with a member he did not even know anything about the event because he had been told nothing by his Branch.

I think that it is time not only the Branches but the members themselves take a hard long look at how much they try to promote the club to other collectors or builders, because without promotion and contact we will not grow. In recent times I have forwarded information to a person who enquired via the Club web site and was told to contact me. Result one new member in Hamilton. I wrote to a former member from 1970 who I heard was still collecting. Result one new member in Wellington. I recently sold a couple of models to small collector and supplied him with Club information. Result one new member in Christchurch.

I urge all members to try and promote the Club because without publicity and promotion we will not grow.

Eric Brockie

PRESIDENTS PIECE

We are now into a new financial year, so if you haven't paid your subscription, think about doing so, as unfinancial members after this issue of Miniature Auto, will not receive future issues until they renew their membership.

It is also time to think about the Annual General Meeting which will be hosted by the Otago Branch in Dunedin, in January 2005. Information from Otago Branch is enclosed with this issue of Miniature Auto. Also give some thought on nominations for the Club Officers (see separate sheet enclosed). Postal Voting papers will be sent out to financial members in December.

A warm welcome to new members Leslie Oldfield from Hamilton and Ken Saville from Paraparaumu.

Autoart have produced the Maybach 62 in 1:18 scale. What a big limo this is. The model measures 330mm long. I was lucky enough to receive this model recently for my birthday. It's good when people know just what to buy for you on these occasions.

Happy Modelling
Stan



BRANCH REPORTS

OTAGO

Autospectacular 2004

This was held on Saturday July 10 and what a large display it was overall.

The Club display looked great and thanks to those who supplied models for the display or helped to set up, pull down or man the display while it was open. Thanks to Shayne, Eric, Mike, Howard, Bevan and Joshua.

For the second time we used the portable display that can be set up on the trailer and measures 12 feet by 8 feet and is closed in on three sides and terraced at the rear to raise the back models for better viewing. The display was first covered with materials both on the table and around the sides before the models were placed on the display so that overall it was a professional looking display.

Because the Autospectacular theme was 50 years of Holden and Corvette our display was based on these models only.

A great display and a credit to the Otago Branch for their work and effort.

Eric Brockie

This seems a good place to comment on some of the points raised by Eric in his guest editorial. I have (re)printed every event report I have received from branches, with the exception of club nights (unless there was something really out of the ordinary). However looking back through the last 10 MA's I find only two reports from Southland and one from Canterbury, plus a notice of an upcoming event in Marlborough (probably held by now – if so I remind the branch that getting a report to myself or Ian before the 20th of November will see it in the December issue of MA. This would seem to indicate a distinct lack of activities in all Branches except Otago. I am pleased however to see Southland are to discuss the return of Branch competitions at their Branch AGM. I strongly hope this will get a positive response as showing to the public is still the most effective way to improve Branch membership.

Lee

BENDIGO SWAPMEET

NOVEMBER 2003

While planning my last trip to Melbourne I was delighted to hear that the annual Bendigo Vintage, Veteran and Classic Car Swapmeet was being held on dates that coincided with my trip. In talking with Len Smithers of Auckland I was intrigued to hear that the event is a three day event with Friday being "set-up" day (no sales allowed), Saturday and Sunday being sales and display days.

Given I was due to arrive in Melbourne on the Friday I decided to catch the first train up to Bendigo in the morning and the last train back. This would leave me around 6-7 hours to "do" the swapmeet. Len told me he was going to be there also and that he had planned to get a three day pass so that Day 1 could be used to look for the good stuff and days 2 and 3 could be buying days plus looking at the displays. If we spotted each other we would have lunch together. As it turned out I never saw Len there and my day was very busy as I tried to fit it all into the time I had available.

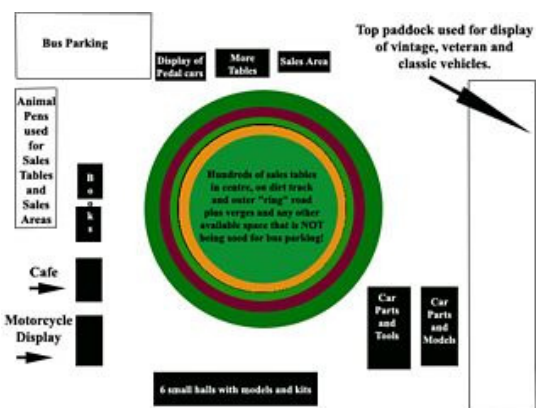


Just before I left a former hairdressing customer popped into the shop in Wellington and when I asked what he was doing he told me he was making armoured personnel carriers in OZ. I asked where and was astounded when he replied "Bendigo". I said give me your phone number and we'll have a beer when I get there to which he replied "You're going to the swapmeet aren't you – I'll pick you up at the railway station and we'll go together!"

So there - it was arranged Steve would pick me up at the railway station and we'd have the day together looking at the models and looking at the full size cars and then he'd drop me back in time for the last train to Melbourne.



Finally the day came and I was off at 8:30am on the train – it was the earliest I could get on a Saturday. When I finally got to Bendigo, two hours later, Steve was waiting in his Ford at the station and it was quick stop for some sunscreen, then a five minute drive to a parking lot, about 400 metres from the main gates, near the Bendigo Dirt Track and A&P Grounds.



The site was HUGE! It was basically the local equivalent of the A&P Showgrounds with a dirt track racing circuit around the centre oval of grass. The swapmeet took up the whole grounds apart from couple of acres of paddock used as a bus parking area.

We started in the two main halls just inside the gates. I met up with a couple of dealers I knew from Melbourne there (Pier from model Cars of the World and the guy who runs Early Model Kits, both of which are out in East Burwood). They were in amongst the 1:1 parts dealers – you could get anything in there from replica to original parts, spark plugs, etc. Then it was back outside and into the 6 little halls that ran along the front fence.

These were solely devoted to modelling items and diecast models. It was slow going as there was so much to see, inspect and make decisions on. I missed the set of Solido Porsches but luckily Steve picked them up and passed them to me saying – “Your daughter collects Porsches doesn’t she?”. I looked at them and

they were all in mint condition in near mint packaging albeit missing the cellophane from the window. So I bought it for her – five Porsche models in original packaging for AU\$20.00!

Further along there was a good selection of new Biantes, etc., and then I spotted the Sydney Modellers' table. An hour later I had collected a wee hoard of unboxed Dinky Toys that included an early Triumph, an MG Midget, a Bristol racer and an almost mint Wayne School Bus. That increased the weight of the backpack and lightened the wallet by several hundred dollars.

And on we went. The diecast and kitset modeller was well looked after with kits of all sorts – ships, planes, cars, trucks, motorcycles – and plenty of diecast to suit the collector of old and new items. There were even beautiful display cabinets in native woods, complete with glass doors and shelves, to be had if you were prepared to part with AU\$800 to AU\$1200. Magazines and books on all sorts of topics were also for sale and I thought I was in Modellers' Heaven!



Finally we resurfaced in the open air where the temperature was similar to that indoors – hot and a stifling 41 degrees! Next stop was the Motorcycle Display hall where I was overjoyed to find they had several Ariel motorcycles including one just like my first motorbike – an Ariel 350cc single banger. The hall contained a representative selection of British, European and American bikes in all sizes, some going back to the very early years.

By this time the heat and lack of fluids was taking its toll, so it was into the café for a cup of boiling hot coffee and a bottle of cold water. I sipped the coffee as we walked around the outside stalls checking out the many varied and interesting items. I was just blown away by the sheer size of the meet and the age and

quantity of items on sale. Everything from the spark plugs for 1919 Hupmobile to piles of rust being passed off as the rare front guards for a 1920's something or other!



Next stop was the book halls – everything from ancient magazines to motoring books and bibles. Some were faithfully restored and others were in “original condition”. Also on display here were posters of all sorts, tin signs, cardboard advertising signs, car number plates plus the usual plethora of reproduction items, some of which had been “weathered” to make them look older than they really were.



Then it was outside and into the animal holding pens where enterprising stall holders were using every available piece of shading and shelter to protect their items from the intense sun. One thing that struck me was that no matter what a particular stall might be concentrating on there were always toys of one sort or another included on the or under the table – broken dolls, games, trains, diecast and pedal cars were every-



where! It was out here I lucked upon an original Streamlux bus (same size as Fun Ho!), in excellent condition but without packaging, which after a bit of negotiation I got for AU\$10.00.



Eventually we made our way into the very centre of the showgrounds where there must have been close to a thousand stalls. The day was getting late and in the end we only managed to get one pass down the middle three aisles. I had the unfortunate task of pointing out to one stall holder who had a lot of diecast on sale, that the plastic, 1/87th scale Herpa items has been “brushed” by the sun as it peeped through a corner of his awning and they had warped so badly that on one the bonnet almost touched the roof of the model. What a pity as I was looking for some 1/87 items for a layout. In the end I bought yet another, almost mint Dinky item from him to add to the swag in my pack.

Finally it was time for me to get the train back to Melbourne, so Steve and I made our way to the station. Steve planned to go back on the Sunday to finish off the areas he had not got to. At the station I asked the guard when I could get on the train as it was still in the high 30s, despite being after 6pm. He told me to get on and cool off and we got talking about early Dinky Toys, so Steve said his farewells and headed for home. Shortly after it was time for the guard to get back to his duties and off he went. However during the two hour trip he popped back several times and we talked about his passion for garden scale rail layouts (he had over 300 metres of track in his garden layout) and about his interest in Military Dinky Toys.

At last, at the end of a long day, I arrived back in Melbourne and headed off to the hotel. As I had not eaten all day I decided to wait for Lynne but when 10.30pm rolled round and she still hadn't got back from the conference I went walk about and finally settled on a local restaurant for a HUGE Mixed Grill feed for AU\$12.00 plus a couple of beers and a real coffee. What a way to finish off the day. (Lynne finally got back at midnight and we went out again for coffee and a stroll around Melbourne – and it's a very pleasant city on a calm night.)

For those who want to see the photos in colour – check out the web site where I'll be posting this AFTER its published in the magazine together with additional photos.

Jan Cousins



KIT SET OR DIECAST?

When one dismantles a ready-built, die cast model and then uses the parts for another, does it become a kitset?

[No, it becomes a modified die cast model Ian Cousins]

Question: A 60th birthday – what does one give?

The up-coming sexagenarian is a collector of beer related items and this points to an idea, but the collector has just about everything!

Answer: The Warehouse has one of its many sales and a 1/32nd Scale Scania R124/400 tractor unit manufactured by New Ray (#52833) in almost Speight's colours presents itself at the satisfactory price of \$9.99. **We are on our way!**



The Process:

The tractor unit was removed from the packaging and disassembled. The wind spoiler is consigned to the spares bin, 12mm is cut from the high top cab. The side skirts from the chassis are removed, being a bit too European, and the fifth wheel is also consigned to the spares bin as it is not needed in this conversion.

Next comes the modification of the interior, with the removal of the bunk from the back of the cab and a repaint of the interior in a lighter colour. Speight's logos from a 6-pack tray are glued to the doors.

The tank is made from a 330ml aluminium beer can (Speight's, of course) and the problem of the Speight's signage is resolved by using labels from another can, glued on at right angles to the labels on the can used for the tank. The tank sits in a cradle, carved from an aluminium casting taken from an old power meter.

Once completed, the model was returned to its original packaging. GREAT!!

Evan Blanch

The completed model can be seen as our cover photo

MODELLING BY THE STARS

ARIES March 21 - April 19

Favourite Colour - Candy Apple Red

Traits - Outgoing, impulsive

Workbench - Colourful modelling paints but none have been opened!

There is nothing subdued about an Aries modeller. His flashy bright colour schemes ensure his models (when he does one) will be noticed. Never try to tell an Aries modeller about a new gadget that's out - he's beaten you to the hobby shop and already has it.

At a model contest, the Aries modeller talks to everyone about lots of modelling projects; but oddly he never brings any models to show. An Aries modeller will start every model he buys - but rarely finishes one.

How do you find him? Look for the one telling you how to build the model, even though he's never done it.

TAURUS April 20 - May 20

Favourite colour - Dark Green

Traits - Conservative, determined, makes slow and careful decisions.

Workbench - His workbench has a bare minimum of tools - but they're the best tools.

Before buying that big expensive kit the Taurus will research to get the lowest price - but never underestimate how much he will spend. If he wants it badly enough nothing will stand in his way.

Surfing through your newsgroup? He's the one asking why everyone needs to have five of the latest kit, when just one of those older kits is just fine.

GEMINI May 21 - June 21

Favourite Colour - Satin finishes.

Traits - Adaptive and impractical. Always late because something caught his interest.

Workbench - Cluttered, cluttered, cluttered Except for one square foot that holds his latest project.

The Gemini modeller won't think twice about stopping at the hobby shop after

work even if he has dinner reservations at 6:00pm.

At a model contest, he stays in his interest area only. He may get sidetracked, but remember it's only for what piques his personal interest.

CANCER June 22 - July 22

Favourite Colour - Interior Blue

Traits - Gatherer, pessimistic.

Workbench - He has no real workbench, only stacks of kits, bottles of paints and reference books, but he knows where to find what he needs.

The 'Gatherer' best describes the Cancer modeller. He will have every Chevrolet kit in every scale. He will also have his fathers old X-Acto knife, the first kit he ever built and his first jar of Testors paint.

At a model contest the Cancer modeller knows the flaws of every kit - kits never live up to his expectations. He'll avoid the vendor room because he's got everything he needs, well Maybe....

Model Master



WELLINGTON POLICE FORD TT

The English company "Creaks of Camberley" produced a Code 3 model of a Ford TT Prison Van to coincide with the World Congress of the International Police Association that was held in November 1991 in Wellington, New Zealand.

The model was supposed to be sold only by direct mail order from Creaks in England. However, it is thought the model was available to participants at the World Congress. Availability of the model was publicised in 1991 by Roly Hermans, co-founder of the Police Vehicle Collectors Club (New Zealand Section) who lived in Wellington at that time.

The model is a Matchbox Yesteryear Y 21 1926 Ford Model TT Van that has been reworked so that it is a replica of the Fords used in both Auckland and Wellington. This model represents the Wellington "Black Maria" that was, in fact, painted with green paintwork. It is a limited edition of 1000 models world-wide and was issued in the original Matchbox Yesteryear "type N" window box with an additional end-tab sticker identifying it as an item from "The Alternative Collection" (as shown in the photo). A numbered, limited edition certificate is included inside the packaging.

In 1986 the New Zealand Police reconstructed a 1921 Ford Prison Van to celebrate their centenary. The vehicle is still used in a public relations role. It is to be hoped the reconstructed van is more powerful than the original Wellington "Black Maria" which was reputed to be so under-powered that the prisoners had to get out and push it up the hill to the Terrace Gaol

Jan Cousins



MODEL SCRUTINEER



Cunningham C2R – Bizarre Models

Having seen the potential of his ideas during the 1950 Le Mans 24 Hour race Briggs Cunningham determined to return with a better car. For 1951 he returned with three cars. Unlike the previous years Cadillacs these were Cunningham C2Rs, purpose built Sports Cars with only the engines being bought in from outside. But what engines, 5426cc Chrysler V8's featuring the new Hemi design head they had more than enough power for racing purposes. Unfortunately the entries of Cunningham/Huntoon (#3), and Rand/Wacker (#5) were both eliminated by accidents after less than 100 laps. The #4 car of Fitch and Walters soldiered on to an 18th place finish hampered the team claimed by 'unsuitable' fuel. The #4 car did however win its class, though it may have been the only finisher (and it's team mates the only other starters). The cars did much better racing in their home country with a win at Elkhart Lake and a 1,2,4 finish at Watkins Glen.

All three cars have been modelled by Spark in their Bizarre range. (#3 BZ27, #4 BZ25, #5 BZ26). The model reviewed here is the #4, the only one in my collection, however all three cars are identical except for the race numbers.

The body is in very cleanly cast resin with only one very small blemish under the drivers door. Paint is quite thickly applied and is again almost blemish free on the upper surfaces, bar one small 'chip' out of the blue stripes as they go over the bonnet scoop. All stripes, numbers, roundels and the Cunningham logo are very

crisply painted/tampoed with no bleed or out of register. The leather bonnet straps are tampoed, with the left hand one on my example being slightly out of register. The fuel fillers and handles on the boot are separate castings as are the head and tail lights which feature plastic lenses of the correct colours surrounded by chrome trim. I am unable to tell whether the radiator is a separate casting or just a very well done piece of integral casting. The grill is represented by tampo which is not as realistic as it could be. The supplementary grills below the head lights are nicely applied tampos. The front 'bumper' is a separate single bar with two spotlights mounted on it. These spotlights feature clear plastic lenses. There is a separately cast bumper at the rear as well.

The cockpit is nicely detailed with semi gloss red seats and dash panel and matt black door trim and floors. Instruments are very crisply done decal though the numbers are not readable under magnification. Inside the cockpit is completed by a three spoke wood rimmed steering wheel (I wonder about the spoke placement) and a silver knobbed gear lever. The windscreen is a very low cut full width item in a very thin section plastic (manufacturers who do bug deflectors on bonnets should take note). The rear view mirror, with reflective face, is mounted solidly to the cowl in front of the screen.

Wheels are solid plated items with a photo etch inserts for the wire spokes and separate knock offs and rims, also plated. Unfortunately there is no brake detailing (brakes were large drums all round), which combines with the flatness of the p/e to make the overall effect of the wheels rather poor. Tyres are nicely done treaded rubber like items.

Overall a nice model that looks really good sitting in the cabinet. The next model in Cunninghams Le Mans assault was his most successful the C4R. Unfortunately these have not been released as yet by Spark (though they have been announced). The recently released C5 has not yet made it's way to my collection so there will either be a break in the series or the next review will be the Offy powered C6.

Lee Tracey



DEAR SIR,

Stan points out a very good 'plus' to model collecting in MA Issue 211. There are many vehicles which I would love to own, especially some older cars which hold nostalgic memories for one reason or another.

Purchasing them though, possibly having to restore them, and then in addition having to garage, maintain, register, warrant, insure etc each of them is financially and time wise not possible for me.

Not only do I have an example of many of these cars in my collection now, but they are also mostly in new condition and in a colour I like. They occupy relatively little space and I can enjoy them inside on a cold winters night. OK - it's not quite the same thing as having the 'real thing' but for me it sure is the next best alternative.

My plan is one day, if I'm lucky enough, when life affords me more time and less responsibilities (I think it is called retirement) to buy one example of the 'real thing' to drive and enjoy. In the mean time, I am more than happy with all my superb pristine models to love and enjoy.

Happy collecting to you all

John Henderson



Left & Below: Views of the Bizarre Models Cunningham C2R



ROTARY REDUCTION

Prior to the arrival of the RX 7 the most popular rotary engined Mazda was the RX 3 which really took off sales wise and established Mazda as a real engineering based car company. The popularity of the RX 3 has not waned over the years, to the stage that it is very difficult to find stock versions of the car any more due to most having been turned into race cars, of both the real and boy racer types.

Interestingly the RX 3 has not been as popular with Diecast manufacturers as it was with kit companies.

By far the most common die cast are the various versions from Tomica. The Japanese company originally released their model of the RX 3 as no 80 in their range in 1973. This was a stock version casting in 1:59 scale. Their next release, also under catalogue number 80 was a race version with flared guards etc. Over the years there have been several re-releases of this race casting for various outside companies including ADO II from Japan, Sheriffs Model Cars of Sydney (plain red or white) as well as a series called heroes that I have seen on the Internet. This casting has also been recently re issued as M-23 in their Museum series featuring the original colour scheme.

The Japanese firm Diapet also released a contemporary version of the RX 3 in both 1:40 scale and 1:28 scale. The 1:40 scale model came as catalogue numbers 292, 0179 and 0179-G?. The latter model having a screwed on baseplate. The 1:28 model was also issued under two catalogue numbers 305 and 0430.

My good friends at Ebbro released an interesting version of the RX 3 coupe earlier this year in Green (43545) Red (43547) & White (43546). The oddest thing about these models are the tail lights which do not look like anything I have ever seen on an RX 3. They in fact most closely resemble those of the 808 (the piston engined version of the RX 3). I live in hope that they will do a 4 door version.

The only other RX 3 model I have come across on the Internet is a plastic model that is 34mm long (about the length of a paperclip) made by an unknown Japanese or Chinese company

Lee Tracey



Top Left & Right: Ebbro 43547 Red Coupe

Centre: Tomica 80 RX 3 Street The large square tag in the middle of the rear bumper is the broken tow bar.

Bottom: Tomica 80 Race version. Close inspection will reveal plenty of playwear as this model was bought on my trip to Sydney in the days before ebay.

THAT'S NEW? THAT'S NEWS!

VANGUARDS 1:43 Diecast UK

1310 Mini NSW Police (11)	2518 Mini Winner Bathurst 1966
6103 Ford Zephyr Mk2 Rijkspolite	8206 Triumph 2000 London - Mexico (11)
6300 Morris Marina Blue (11)	8607 Jaguar XJ6 Dumbarton Constabulary
8704 Vauxhall Viva HB Ayr Police (10)	9200 Rover 75 Current model (11)
9300 MG ZT (12)	9400 2004 Vauxhall Astra (12)
MC1004 Set of 4 Monte Carlo winning Minis	

TRAX 1:43 Diecast Australia

TR10F Ford Falcon XC GS Coupe Blue TR54C EH Holden Ute Grey
TR11H E38 Charger Beechey/McKeown Bath71

TRAX 1:24 Diecast Australia

TRL8 Ford Falcon XW GTHO Ph2 White TRL8B Ford Falcon XW GTHO Ph2 Gold

TRUX 1:76 Diecast Australia

TX10 Leyland Atlantean PDR1/1 Eggins TX10B '61 Leyland Atlantean PDR1/1 Joyce's

CODE 3 1:64 Diecast USA

12631 Freightliner Tanker Jacksonville	12916 Pierce Rear mount Ladder Chicago
12939 E-1 P/form Ladder Chicago O'Hare	12940 E-1 Platform Ladder Kansas City
12855 Seagrave R/Mount Ladder FDNY	

CORGI 1:50 unless stated Diecast UK

CC13306 BMC F/bed & Crate Load BR	CC13308 Austin Cattle Truck BRS
CC13501 Volvo FM Tipper Davidsons	CC25601 Leyland Atlantean Scout MS
CC25801 Leyland/Weyman Olympic	US77601 '04 Batmobile 1:18
US77301 '60 Batmobile 1:43	US77302 '04 Batmobile 1:43
US77307 '80 Batmobile 1:43	US77309 '40 Batmobile 1:43
CC12111 Renault Premium Step Frame Box Trailer TNT	
CC11910 ERF EC Flat Crane Trailer & Crushed Car Load Brian Harris	
CC12918 Scania Top Line Fridge Trailer Penton's	

A couple of items for the Plastic Brigade.

News from Hobby Heaven

I just received a letter regarding new diecasts, and it goes on to say: "...All other 1:18 projects have been halted and orders currently in house for these items are being cancelled. We are also cancelling in house orders for new 1:25 scale #86-4967 Tomb Raider Jeep Rubicon, #86-4968 Smokey 'n the Bandit Pontiac Firebird, and #86-4971 CSI: Miami Hummer H2." (Okay, here's the good part): "Our customers have emphasised the need for new plastic model kits, so we are focusing our resources on the products and initia-

tives that our customers are requesting.”

JoHan Models appear to be in deep financial trouble. The following are from an email from Okey Spaulding (GM of JoHan)

“We are praying that this will get JoHan going and production started again before Christmas.”

“the goal is \$60,000. This will put ALL the molds back in Okey's hands and start production.”

The means of achieving the goal is a 2 for \$25 sale on certain JoHan kits until the end of October.



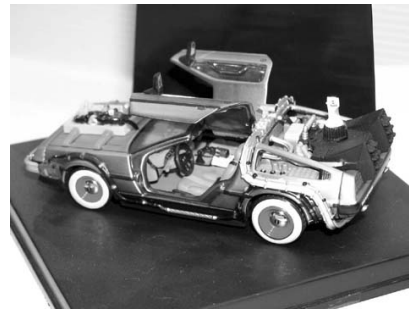
Top Right: Corgi CC13308 Austin Cattle Truck BRS

Above: Vanguards 2518 Mini 1st Bathurst 1966

Right: Code 3 12631 Freightliner Tanker Jacksonville FLA

Below: Corgi CC11910 ERF EC with crushed car load





Left: Premium Classics 1:43 Mercedes L911 Right: Skynet BTTF DeLorean 1:43
Left: Kyosho 1:43 Ferrari 360 Spider Right: Kyosho 1:43 Skyline



Aabove: Autoart Corvette C5R LM04 1:18 2005 Mustang by Autart 1:18
Left: Autoart 1:18 Mazda 787B (Note tyres may be changed to slicks)
Right: Mazda RX 8 In LM commemorative paint scheme

