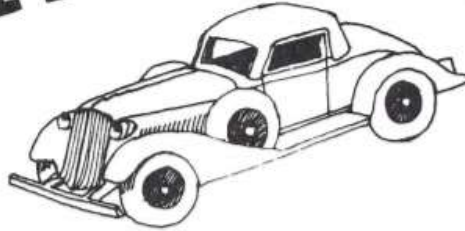


# CAPITOL MINIATURE AUTO COLLECTORS CLUB



**NOVEMBER 2024**

**NEXT MEETING: NOVEMBER 17,  
2024**

# **CMACC MEETING DETAILS**

## **November 2024**

**DATE AND TIME:** SUNDAY, NOVEMBER 17, 2024 11:00 A.M. TO 2 P.M.

**LOCATION:** VIENNA FIREHOUSE BOARD ROOM (JACK WILL BE HAVING 1/64 SALE 8 A.M. TO 2:00 P.M. IN MAIN HALL), 400 SOUTH CENTER ST., VIENNA, VA 22180

**THEME:** OAST-NEW MODELS

**RSVP:** HAROLD BLEVINS 517-224-1123,  
[shadyvalley48@gmail.com](mailto:shadyvalley48@gmail.com)

### **EVENTS: Let me know if you know!**

**November 17, 2024—8 a.m. to 2 p.m., JAX 1/64 sale at the Vienna Firehouse.**

**Friday, December 6, 2024, 5:00 pm – 9:00 pm**

**Saturday, December 7, 2024, 9:00 am – 2:00 pm**

**Cash-Only Sale of Cadillac-LaSalle items is being offered to CLC (Cadillac-LaSalle Club) members and friends**



## More In Memoriam: Jeff Gurski

Here are some photos I found in my hard drive from the last meeting I attended before moving to Israel in 2017. This was at Jack Dye's shop on May 13th. Several other dear departed members also are in these photos: Roger, Warren and Charlie.

Dick Williams





# Minutes of the October 26, 2024 Meeting of the CMACC

**By Fred Fravel with Additional Photos from  
Bob Short**



Responding to the call for a meeting before the November show, Bob Short arranged for the club to meet at Rucci's Italian restaurant in White Plains, site of many good meetings and known good food. A bit of our usual schedule, several members had schedule conflicts, but we had a good showing and a good meeting. Members present included our host, Bob, and Linda Short, Jim Brostrom, Harold and Carol Blevins, yours truly, Fred Harris, Bill Patton and Josh Pinho.

With the small group we were even less structured than usual. Harold began with an update on the work he and Carol have been doing with Jeff's collection. A potential purchaser was due to come and size it up after this meeting. Nola agreed to give his workshop materials (paints, etc.) to the schools, which we agreed Jeff would have supported. A major issue in inventorying the collection is the difficult in match models and the boxes they came in—we all know the boxes are part of the value, and Jeff kept them—but remote from the model, so this is a problem.

Carol is working on a plan to have meetings at the Vienna firehouse to coincide with Jack's 1/64 show during November through March. Some of Jeff's collection could also be sold at these times, and there may be a Cadillac-Lasalle Club focused sale separate from those events. Stay tuned.

### **Shared Memories about Jeff**

One of the key themes of the meeting was sharing stories about our time with Jeff. Harold had traveled more with him, and had more stories including Jeff's reaction when Harold yelled at a couple of guys on Harleys at a light on Route 29, leading Jeff to fear that he had provoked something that would manifest itself down the road. Jeff drove very slowly so as to let the motorcycle guys get ahead. However, unbeknownst to Jeff, one of the cyclists was somebody Harold knew, and this person knew that Harold was joking around, so no harm done, a good laugh later. Jeff was a AAA member, and there were many stories about the need for it with English cars. Carol provided the story about having to drive the pink Cadillac to Richmond on short notice to pick Jeff and Harold up after the only flight they could get returning from the Chicago 1/43 show went there instead of D.C. Other folks had stories as well, and we noted the memorial photo boards that Paige had created, Jeff's Cadillac models book, and other Cadillac models.

Bob mentioned missing Jeff at the show setup, Bob and Jeff usually put the vendor tickets and assignments out on the tables before the show, and were there as they took down their tables at the end. Bob noted that Jeff had a special knack for finding unique things (as we can see in the resulting collection). Bob brought several models that are associated with Jeff. Jeff had an Opel GT while he was in college, and several of use heard stories about its life with Jeff. Late both Jeff and Bob had Mazda Miata's, and if I understood them both they regretted selling them. Bob also brought a model of a pink Cadasaurus—I don't think Jeff ever had a pink one, but the Cadasaurus was famous in at least two auto fan communities.



Jeff and I went to several shows together over the years, including Macungie and one ill-planned Packard meet. The Dunkin' stop always was well-planned. The Packard event was supposed to be a sale of parts and memorabilia at a hotel in Pennsylvania, but when we got there nary a sign of the meet. The hotel desk said it had been cancelled weeks earlier, though I had checked the website that morning so we would be good to go. Making lemonade out of Jeff and I visited several antique malls in Maryland, had a good lunch—it was a good day in the end, largely due to Jeff and his positive attitude.

### **Show Planning**

Harold reported that he had sent 300 cards out reminding potential customers, and received only eight returns. Jim will be calling all our vendors in the coming weeks before the show, at this point 35 tables were known to be sold. Jim has flyers available for future shows. Todd will be available early for table set up, Paige and Carol are providing the famous egg salad and hot dogs, I will bring the bank and do front table with Bill and Caroline. All confirmed.

### **Once Around, Show and Tell—OAST (and some memories)**

Jim Brostrom brought several Cadillac models in honor of Jeff. These included a '42 limo, a '47 convertible, a '64 limo, a '78 limo, a '78 coupe and an '84 coupe--all 1/43 models from Stamp.



Jim added a story about Jeff and his tips for model building and restoration, particularly the one about using Futura liquid floor wax to consolidate a paint job and add gloss. I had forgotten that, but I think I still have my can of Futura.

I brought a few models to memorialize Jeff. I have few Cadillacs, but I brought my '56 Eldorado convertible which I built from the Revell kit a long time ago. Mine came in a set with an American Airlines DC-7 kit and the S.S. United States. I also brought a copy of the book that Jeff did (along with member Bob Straub) documenting Cadillac models.



Fred Harris had a particular memory of Jeff, and told the story. Fred had parked at Jim Brostrom's house for a meeting, and when he backed out of the driveway his back wheels dropped into the ditch. The front wheels went up in the air, and Fred could not get any traction to get out of the predicament. Jeff came out of the meeting, took in the situation, climbed into front seat and brought the front end down!.



Bill Patton brought a couple of finds from the auction for OAST. One is a Japanese tin cab-over-engine GMC flat-bed truck. There are slots for tabs for a load or body of some sort—perhaps it had a tow-hook, or a tank at one time. The other vehicle is a tin sedan, and unfortunately I did not get a clear shot of the label on the roof—it looks mid-1930's, kind of like a Lincoln Zephyr.





Bob Short brought several other OAST models. These included the IXO 1981 Chevy Caprice, a Corgi North Yorks Police Ford Transit Van for Crime Scene Investigation, and an IXO 1987 Chevrolet El Camino SS—all in 1:43.





Josh Pinho was well acquainted with Jeff from the Cadillac-LaSalle club chapter, and as a memorial tribute brought a highly detailed 1/64 scale model of the same year and model Cadillac as Jeff's Cadasaurus. I regret that I did not get the manufacturer.



To illustrate what Bob said earlier about Jeff being able to find the most unique things, Harold brought a toy from Jeff's collection and asked if anyone knew who made it or what it was. I think he said Nola said it was very expensive. It had a heavy duty chassis with a substantial wind-up motor, but a light plastic body looking very early 1940's. We texted Doug to see if he knew, but he later replied that he did not. Any of our readers know?



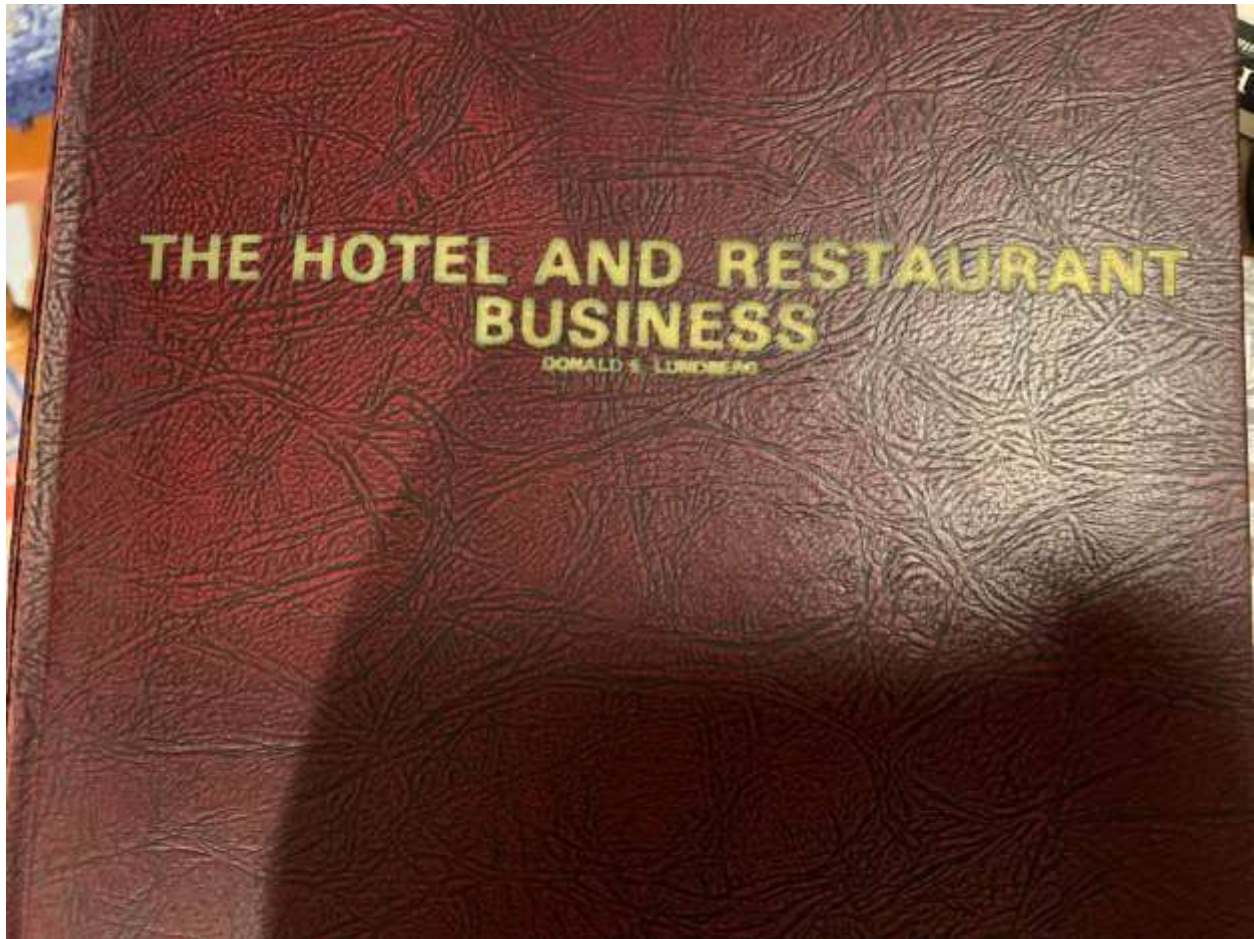
# **ONCE AROUND, SHOW AND TELL (OAST)**

## **OAST-Doug Campbell**

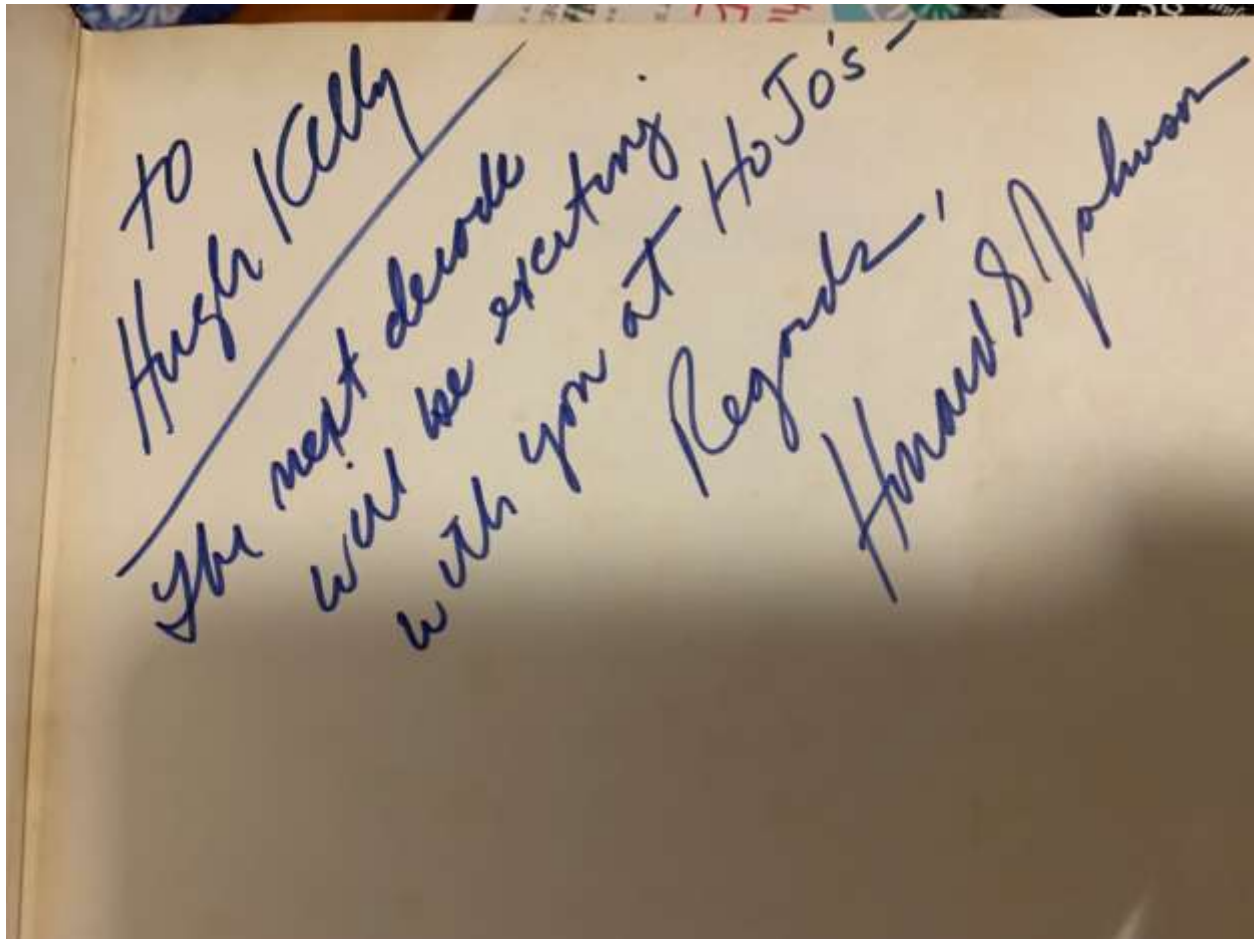
Recently on EBay I won what is certainly one of the most unique and rare models to add to my collection- this one-of-a-kind (varified by the former HJ exec.who sold it!) SAMPLE from the early 1970's from MARTAR Models(Downers Grove, IL) ( a very short-lived competitor to Ralstoy), which was made to hope to sell to Howard Johnson's a run of lesser priced and certainly cruder and with less play value model, to hopefully compete with HJ's then current WINROSS model trucks, also featuring this same side trailer "happiness comes in 28 flavors" graphic design . The sample was of course rejected, and Howard Johnson's bought many, many productions runs of Winross trucks with this side trailer graphics, of which interestingly Roger Austin, Owner & CEO of The Winross Company had actually designed himself, and Howard Johnsons liked his design so well, they actually painted their REAL fleet of semi trailers just like it, as I remember HJ's huge ice cream plant here in Baltimore on Reisterstown Rd., back in the 70's when their were many of those real semi trucks parked in their shipping lot, with this trailer logo! In fact, , according to, and varified, by my late collector friend, and well-known die-cast authority, the late Ed Force, Winross made at least 28 different ice cream cone color variations on those model side panels for Howard Johnsons over the period that they used this design! Over the many, many years that Howard Johnsons used Winross models to sell in their restaurants, they bought over 750,000 (yes!) models from Winross in dozens of designs, many of which were very limited runs...The model HJ stand behind my model truck is a replica by LEFTON MODELS of the early seaside stands that Howard Johnson's had selling ice cream, their famous (delicious!!)fried clams, hot dogs, etc. ..I also have in my collection a model "orange roof" style of the more recognizable HJ restaurants, also by LEFTON MODELS.



The same Howard Johnson former executive who sold me that Mar-Tar sample truck, also sold me at a very reasonable price(!) this interesting leather-bound book with a complete chapter on the history of the Howard Johnson Company included.



What was interesting about that 1970 book is this page is actually personally signed by Howard B. Johnson, in 1970's the President & CEO of Howard Johnson Company, and son of Howard D. Johnson, company founder...but what fascinated me is that it is signed to my old friend and contact at Howard Johnsons- Hugh Kelly- who got us Winross collectors many examples of very limited Winross model runs and samples, and he was the guy who was in charge of the later Winross model truck program at HJ corporate..we met him at a Winross collector gathering, and he frequently corresponded with me and we talked by phone often!



During the years of WWII, when metal was in very short or limited supply, Ralstoy (Nebraska, USA) had to make their toys out of wood, and this example is of a rather rare Ralstoy STANDARD OIL tanker, probably sold in the war years at Woolworth's or other 5&10 stores.



Many of those old wooden Ralstoy's were mostly applied with rubber stamps, as easily seen with the "Ralstoy" logo under my model Standard tanker.



"I am vengeance, I am the night, I am BATMAN!"..that was Batman's famous slogan, and back in 1966, CORGI TOYS introduced their model of the Batmobile, which became their second highest selling model of all time(James Bond's Aston Martin, also just RE-released by Corgi , was the top seller..maybe I'll review it next issue as it just arrived and is wonderful!!)..but just late October. CORGI RE-released a most EXACT copy of their #267 BATMOBILE..I ordered only the glossy black finish version as it looks just like the one of 4 made REAL Batmobiles I saw years ago in person, but they re-made a dull black finish, and one with a tow hook too...) and this model is truly a FANTASTIC die-cast vehicle!!!! Features include rockets firing from triple rocket tubes, chain slasher blade, turbine jet exhaust, full spring suspension, and figures of Batman and Robin in the seats! Available now through the Corgi Model Club (USA).



Back in 1966 this actual advertisement from this famous Baltimore department store (do you remember department stores with those wonderful toy departments!??) appeared in the Baltimore Sunpapers newspaper..how about those cheap CORGI original prices..and the Batmobile for \$4 !!

**HOCHSCHILD KOHN**

Wow! Bam! Socko!  
Corgi scale model  
**BATMOBILE**

supercar plus Batman & Robin **\$4**

Batman demanded the best... Batman picked Corgi! 5" die cast car with smashing Bat features galoes. Plus your own Batmobile owner badge... and removable Batman and Robin.

H. E. Toys, Sixth Floor, Downtown and all suburban stores

**HOCHSCHILD KOHN**  
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FERRARI BERLINETTA, 250 LM, 3 1/4 inches ..... 1.75  
MUSTANG, Competition Fastback, 3 1/4 inches ..... \$2  
RAMBLER MARLIN, Fastback, 4 inches ..... \$2  
BRITISH MARCOS GT, has driver, 3 1/4 inches ..... \$2  
JAMES BOND'S 007 ASTON MARTIN... 3 1/4" of streamlined danger... ejects spy passenger thru roof... machine guns... 2.50

MOONLIGHT DINER

From the HERSHEY FALL Antique Car show/flea market(world's largest each year!) in Oct.,2009, the nice burgandy 1940 Ford 1/34 scale 5-window coupe (Sunstar Models-China) on the LEFT was sold at the souvenir tents that year, and the black version on the RIGHT was only given to the people who JUDGED the cars that year!..The model Moonlight Diner in the background is by The Railroad Crossing of New Cumberland, Pa.



A trio of newly released HO 1/87 scale OXFORD MODELS (designed England-made China)..left to right: 1959 Plymouth Belvedere Taxi, 1942 Chrysler Town & Country woody wagon, & 1946-48 DeSoto Suburban taxi...truly wonderful details for their size!



I think the old 1950's Japanese tinplate friction motor vehicles were really charming models..as seen in this little Fresh Bread truck with opening rear door, and nice graphics



In 1954, lucky young lads on the routes of the old HELM'S Bakery were treated to a gift of one of these folding CARDBOARD models of the actual Helm's 1940's era DIVCO fleet delivery vans. I have Helm's Divco models also as a similar size plastic assembled kit, & a larger very heavy diecast version...and I actually have seen one of those REAL Helm's Divcos that is on display at the LYON AIR MUSEUM in California. What a DELIGHTFUL-looking truck this old HELM's Bakery truck was!



Currently available in the gift shop of the National Capitol Trolley Museum in Silver Spring, MD (we maintain a membership in that fine museum!), is this TRULY wonderful HO scale metal model, FULL of tiny details, of a 1903 J.G.Brill Company Box Car No.11..one of 500 made by TRAMS4U Models/SIKS models/China



I think these old 1950's COURTLAND (New Jersey USA) toys had such charm and colorful graphics..as on my #4500 "Modern Decorators" pick up truck ..the motor was "guaranteed for life" according to the certificate packed with the model, but alas Courtland Mfg. Co. is LONG out of business!! (Closed in 1953!)



I still enjoy collecting RALSTOYS (in fact just heard from the old owner, Art Massey, who is making some VERY limited models again just for us collectors)..and recently on EBay found this old 1950 GRAY Moving van from Denver, Colorado. I just had to have it as I hadn't seen this version before with the blue Ford cab as many years ago, I went out with Joan, who was on a business trip to Denver, and while she was in meetings all week, I got on local transit buses and explored all over the city, and came across the old Gray Moving offices and truck yard on Pearl Street (now LONG out of business!), and I went in to the GRAY offices, after taking some pictures of their old fleet, and they gave me a Ralstoy, which then had the later box shape "Mack" cab.....the nice house model in the background was an actual house in York, Pa. Modeled by The Railroad Crossing of new Cumberland, Pa.



I can't pass up a bargain model, so at the recent October York TCA show, this perfect FULLY assembled ULRICH (USA) kit of an old Kenworth "Walthers" version, was on a table for just \$10, and I'm so happy to have it now added to my Ulrich collection!



From Spec-Cast Models (Dyersville, Iowa, made in China) is this truly detailed 1/32 (?) scale die-cast 1932 FORD Cities-Service tanker, with realistic graphics, detailed hose assembly, opening cab doors, and fully-detailed opening engine!



Just a recent E bay find..since I so much enjoy these old 1950's RALSTOYS (Nebraska, USA), this one has such perfect graphics, being about 70 years old..for RED-ACE Petroleum of Nashville, TN



As I was walking around the recent October York TCA show with fellow CMACC club member, John Dempsey, we both had to buy this new 1/43 scale die-cast 1993 Grumman Olson KRISPY KREME step van, which was made for and sold only by the Lionel Collectors Club...as we stood there I think they sold out all they had..its a most realistic model, but when I got home it just didn't look right to me with out front and rear graphics, as I like realism, as I have seen on the real Krispy Kreme fleet, so I went onto EBay, where you can find anything, and found Krispy Kreme waterline decals for a Hot Wheels car, so I simply cut the KK logos out of the rest of the decals and applied one to the hood, and a smaller one better sized for the rear doors. (And I so noted "the front & rear decals were added" onto the bottom of my box!)



I think in the 60 years of HESS trucks, this has to be the most action-packed model ever made!..It's the brand new 60th anniversary HESS Fire Truck..expensive at \$45, but truly so full of operating lights and sounds..it's just hard to take them all in! I've collected all the HESS trucks over the years, and at this 60th issue..they have certainly reached a "pinnacle of production quality" !



Bob Short introduced us to this wonderful calendar a few years back at a Ricci's luncheon meeting, and Anthony's 2025 calendar edition just arrived in my mailbox and Anthony's photos of model cars against real backgrounds are once again spectacular!...I have both of his books in my library and they too are a wonderful insight into our collecting hobby! Check out his website to order your 2025 calendar ! It's just amazing what he does with his huge collection of model vehicles to actually bring them to life!...Happy Collecting!... Doug



# ANTHONY SCHMIDT

photography

Anthony Ryan Schmidt is a 16-year-old professional photographer who specializes in creating realistic images of miniature cars with his iPhone. He has been fascinated with cars and model collecting since he was a child and has developed his own style of photography that captures the beauty of automobiles through time. He has published two coffee table books of his work titled *Small Cars, Big Inspiration* and *Shifting Perspectives*, which showcase his journey as an artist on the autism spectrum. He has also gained a large fan base on social media where he shares his photos and stories.

In his second book, *Shifting Perspectives*, Anthony explores how his work shifts perspectives on multiple levels, from delighting viewers with carefully composed scenes featuring miniature cars to demonstrating how people are much more than they appear on the surface. The book features 158 pages full of stunning color photos that reflect Anthony's growth as a photographer over the last two years. Anthony's work has been featured in various publications such as *Car and Driver*, *Hemmings* and *Wheel Hub Magazine*. He has been featured on multiple TV shows including Seattle's KOMO 4 episode of *Eric's Heroes*, in which they won an Edward R. Murrow Award for the segment that featured Anthony's story.

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## OAST-Bob Short

From last month, with ALL the pictures: Danbury Mint 1/24 1955 White 3000 Coca-Cola truck . An ebay bargain  
Mint in original box:





Just in from China ,from 596 Diecast ,both 1/64:

1. Jeep Wagoneer apparently for the Breaking Bad TV series. Very detailed model



2. Ford Police Interceptor sedan in Washington DC Metropolitan Police livery. A very detailed model for this scale.



W.B. Mason XL Freighter van. An ebay purchase for a small bid. This is a big truck, 1/24 scale, no make on the model or package but it is a Freightliner from my observation with body by Morgan Olson. It has sliding front doors and the rear cargo door lifts. And working headlights. It also comes with a driver figure ,a hand truck and an assortment of the company's products .



**Ixo 1/43 1981 Chevrolet Caprice.**

Very nicely done in a period correct color combination. This casting was released a while ago in the Deagostini Mexican cars series but was less detailed.



An ebay find, 1957 Chevrolet stake body truck in Coca-Cola livery.

Complete with 3 period correct Coca-Cola vending machines and a hand truck.

I was reluctant to get those because I already have this same truck in a different livery but the seller offered me a price that I couldn't pass on (due to my addiction lol).



Another Goldvarg in the works:



I could do without the continental spare though!

And yet another:



Another Goldvarg Mercury on the way:



## **OAST – Dick Williams**

### **Liberty Classics '37 Chevy Van – An Eliot Ness Connection**

One of my recent acquisitions is this Liberty Classics 1937 Chevy Sedan Delivery marked as a Cleveland Police Emergency Mobile Patrol Unit. Part of a 1:24 scale Law Enforcement series released in the late 1990s, I originally passed on this one despite buying most of the other models in the series. I guess I wasn't sure if the red, white and blue colors were authentic, plus it lacked police graphics and emergency lights and the '37 Chevy, in my opinion, wasn't one of Liberty Classics' best base models.

In the past couple of years, I found some information online that kindled my interest in this model for its historical significance. I knew that Eliot Ness, of "Untouchables" fame, became the Director of Public Safety for Cleveland after leaving the Prohibition Bureau after the repeal of the 18th Amendment. More recently, I found that among his several innovations in the Cleveland Police Department was an effort to make police vehicles more visible with a blue and red color scheme separated by a thin white stripe. He also convinced the Studebaker Corp. to loan the city 13 accident prevention cars that were painted yellow.

Ness served Cleveland from 1935-1942. It appears from photos I found that this color scheme probably was introduced around 1938. The photo of the 1938 Ford patrol car (the C.P.D. called these beat patrol vehicles "zone cars") is the earliest year vehicle I found in those colors, but there aren't many photos available online.

Ness instituted Cleveland's EMS section under the C.P.D.; cops trained to provide emergency medical care while on patrol used panel trucks or sedan deliveries with medical equipment and supplies for patrol.

The model represents one of the EMS/patrol vans; this innovation predated the red, white and blue colors, but I found a couple of photos of these vans in the high-visibility colors, including this ad touting the purchase of 12 International Harvester D-2 panel vans for the patrol/EMS role. As can be seen from the ad, the Liberty Classics model actually is quite accurate, although I've seen no evidence that Chevy vans were used by the C.P.D. As on the real vans, the tiny C.P.D. lettering at the front and rear of the roof is the only indication it's a police vehicle; the lettering under "Emergency Mobile Patrol" reads "City of Cleveland." After I decided to add the model to my collection, I managed to find one on eBay in perfect condition (sans the box, which came with a replica C.P.D. badge) for only \$9.20.

Although Ness's tenure in Cleveland was marred by the failure to arrest a brutal serial killer who killed at least 12 victims over three years, he had some notable successes in cleaning up corruption in the P.D., creating a separate traffic department, cutting auto deaths in half, and winning the American Legion's National Safety Award in 1939. In his first 18 months, juvenile crime dropped 80%, overall crimes went down 25% and arrests and convictions went up by 20%.



**CLEVELAND POLICE \*\***  
**MOTORIZED**

**MOBILE PATROL OF INTERNATIONALS  
COVERS CITY DAY AND NIGHT**

**City Divided Into  
Twelve Zones**

**Crime Records  
Lowest In 10  
Years. Traffic  
Fatalities  
Down 47%**

**GREATER SAFETY  
AND PROTECTION**

Through the organization and reorganization of the Cleveland Police Force by the Director of Police, under the plan for mobile patrol, the past few months, a great improvement in the city's safety has been achieved. This is due to the fact that the mobile patrol units are now equipped with the latest in police equipment and are manned by the most experienced officers. The result is a more efficient and safer city.

Cleveland's Emergency Mobile Patrol, a fleet of speedy, spacious, rugged International Trucks, is already famous for its fast, efficient, and dependable police protection, faster service, quick response, and superior performance of this mobile patrol. The brilliant performance of this mobile patrol is equal to that of any other mobile patrol in the world. The International Trucks of the Mobile Patrol are ready for any emergency duty. Each automobile is specially equipped for comfort, has been specially equipped for police work.

**EMERGENCY MOBILE PATROL  
CITY OF CLEVELAND**

**ABOVE:** One of Cleveland's twelve mobile Emergency Mobile Patrols... a sturdy International Model D-2 panel body truck, designed for both emergency and patrol service. All major body details, including fenders, doors, and police distinctive features.

**LEFT:** Interior of specially built, two-seated Emergency Mobile Patrol Truck showing new floor, annual year seat, heated rear door, heavy-duty partition behind driver's compartment.

**ABOVE:** Each unit is a complete ambulance with three seats, medical equipment, including first-aid kit, telephone, and 27 other accessories mounted for emergency service work.

**INTERNATIONAL HARVESTER COMPANY**  
180 North Michigan Avenue Chicago, Illinois

**INTERNATIONAL TRUCKS**



## Corgi Model Club and Original Models

Here are two replicas from the Corgi Model Club of cars I had as a kid: the long-awaited TV Batmobile and the "Chrysler Imperial" convertible (sorry I couldn't locate my original Batmobile, I have it packed somewhere in a different box than the rest of my old Corgis). The last photo is of my original Imperial from my childhood, obviously pretty playworn. The play value on these two models was enormous. The Batmobile has a working chain cutter (the blade protruding from the front), rockets that fired from the three tubes in the back, and a plastic "flame" that moved in and out of the turbine exhaust as the car moved. The Imperial (Corgi's term "Chrysler Imperial" for this car, which appears to be a '66, is incorrect as Imperial was a separate brand from 1955-1975) has folding front seat backs in addition to the other working parts, plus a golf bag and caddy that fit into the trunk.







## New Police and Ambulance Models

- 1) Corgi Vanguards English Ford Cortina Mk V marked as an "area car" from the Essex Police Force.



- 2) The latest ambulance from Kess, a 1954 Chevrolet sold by National (built by Siebert). This is a replica of a restored ambulance that once served a small fire department in Canada.



- 3) Tatra 603-1 Czechoslovakian Communist police car; this model of the Tatra 603 was produced from 1956-1961. It's a nice partworks model with a decent representation of the unique three headlights behind a single piece of glass (the center one turned with the steering). I found this on Ali Express - haven't seen it on eBay.



- 4) 1:64 scale BMW 5 Series F10 marked as a police car from Thailand, with interesting Thai script on the trunk lid. This is the first Thai police car in my international collection.



5. Vitesse Mitsubishi Outlander marked as a Taipei City Police car (Taiwan).



## RIO Inspiration

**By Robin Godwin**

I jumped back into collecting as an adult in the mid 70s when I discovered the marvelous Solido military range – tanks with operating diecast tracks, interesting subjects, and a constant scale of 1:50. Not long after, I discovered RIO (Italy) cars in a downtown Montreal hobby shop. RIO had been around for a while, since 1962 in fact, but they were only available in specialty shops – they were always a collector range to a constant 1:43 scale, and not a toy range. Urban legend has it that RIO was established to compete with the very successful Matchbox Models of Yesteryear (MoY) toy range. Perhaps that is true, and if so, one has to wonder how you can compete with a product if you are not hitting the same marketplace. Dugu (Italy) started in the same year as RIO but never achieved the same level of success, even while being nearly to the same standard. Safir (France) may have been the first true MoY competition, introduced in 1960, but they were very crude. Both Corgi (Classics) and Solido (Age D'Or) entered the same market in 1964 with models a step up from MoY but still well below RIO standards. Subject matter counts, I guess, and many MoY collectors were likely established veteran and vintage model collectors, so may have sought out upmarket alternatives to MoY. In any case, my inspiration was the fantastic detail incorporated in each vehicle.

I can't remember what inspired me to purchase the two specific models featured here, perhaps they were the only ones left in stock at the time. I can honestly say I don't have a real interest in cars from the 30s, (or Fiat or Mercedes) but these were just too nice to pass up – my first impulse buy. They have been in my collection for nearly 50 years, but I have never had them on display, and they will likely go back into their boxes after this article. I have no intention of getting rid of them.



*The Mercedes 770 Pullman Limousine was initially issued in top-up version in 1966 as model number 22. The Fiat 508 Balilla was issued in 1965 as model number 13. I was a teenager then, interested in different things. These two basic castings are still available from RIO to this day (albeit as different versions)*

The early RIO range featured many Italian prototypes, in which I had no interest. I acquired more RIOs in the late 80s with their introduction of VW Beetles (RIO had by then started to incorporate newer prototypes). I have 13 RIOs in my collection, more than half of which are Beetle variations. RIO was folded into the Italian M4 model company in 2004 and is still produced as an individual series, and still manufactured in Italy. See <https://www.m4modelcars.it/it/> The new issues are quite expensive, especially when one considers that some of the molds are more than 60 years old (but may have been updated).

Each vehicle features many plastic detail parts, which is why they were issued as collectors' models. If treated as collectors' models, they are surprisingly durable. Usually, only the main body shapes are in metal. I'm happy to see RIO still in business, and upgrading many of the early issues. These two models still present very well some 60 years on.



*The Fiat features opening doors, separate chrome wheel center covers, lots of separate plastic detail parts, and excellent interior detail. The roof and fenders are in plastic, while the main body is metal. The white marks on the fenders are from the tissue it were stored in, waiting to be polished up*



*The big Mercedes features a removable engine cover, with very basic engine detail. Again, body is metal but the fenders and roof are plastic. A nice touch is that both the plastic fenders and metal body are spray painted, so there is perfect color matching. How often do you see painted metal with color cast plastic bits that don't match? Glazing is flush, but not as clear as modern issues*



*Separate frames are cast in plastic. You can just see the working coil springs on the Mercedes, which is accurate for Pullmans at the time. Even the springs have retained their original tension, so the model still sits right (but it actually doesn't sit on anything when in the box – it is supported by a foam piece in a two sided clear plastic box so older Mercedes that have been displayed may very well sag a bit). The box and the included leaflet indicate a 1938 model, but the base reads 1937, perhaps a compromise to cover different versions of this coach built car. The Fiat is described as a 1932 model on the base, but the leaflet and the box both read 1932 to 1937. These would be the years of production of this mass produced vehicle which essentially would have remained unchanged*

## **The British Motor Museum**

**By Fred Fravel**

As many members may have heard, at the beginning of September my wife and I took a two-week tour in England with a focus on cars. Steve Austin's Great American Vacations specializes in tours around historic auto events. They ran the Alfa Romeo Club Italy tour that we took last year, and my wife (bless her heart) had so much fun on that one that she said—"When's the next tour they are putting on?" Well, that tour turned out to be focused on the Goodwood Revival historic auto races in September, but leading up to that we visited the British Motor Museum, the Rover factory, the Morgan factory, the Beaulieu National

Motor Museum, an Aston Martin restoration specialist, etc.—plus! The Goodwood Revival is really the three day highlight, but the car stuff started with the British Motor Museum (BMM).

As the website says, situated in the small village of Gaydon, Warwickshire, just off Junction 12 of the M40, there are really two large museums here. One is in a large art deco design building (the BMM proper), and next to it is the Collections Centre building which is effectively the Jaguar Land Rover museum, in a very contemporary building that includes the Jaguar restoration shops. These photos are only the BMM—more later.

The mission of the BMM is present the history of the British auto industry, and it includes archives and educational activities as well as the cars. As someone who admires British cars but has never fallen to ownership, I enjoyed it a lot and thought it did a good job presenting key auto developments, the tale of the British industry, etc.

It had a significant giftshop, with a huge selection of Oxford Die-Cast 1/76 models of British cars, books, etc. but fewer 1/43 models. And the café wasn't bad, my first cheese and pickle sandwich (it's an English thing). At any rate, on to the museum. Note that I was on a tour with limited time, so I don't have the level of detailed notes you have come to expect from other Club members (Dick, Doug, etc.). We had to get through the two museums and on to the Rover factory!



Jaguar C-type racing model.



Rover prototypes—remember the Rover turbine car of the mid-1950's? Maybe a decade before the Chrysler Turbine car? This is the 1956 Rover T3 prototype, above is the T4 Saloon from 1961.





The Dinky Box as full-size display pedestal!

Typical small English village repair shop of the 1930's-saved from demolition and installed in the museum—John Carter's Garage.





You can do anything with Legos—even build a full-size Mini Cooper?

Mid-1950's Triumph sedan, similar to those seen in recent PBS series "The Magpie Murders"



1938 Jaguar SS100 roadster—pre-war style.



She made it all possible! Shown with her favorite English car, the three-wheel Reliant Robin. Famous from “Top Gear” episodes and “Mr. Bean”—English weirdness at its best.

1965 Alvis TE 21 with body by Graber of Switzerland, next to last series before before Alvis disappeared into Rover.



Jaguar prototype—is this the only XJ13?



Aston Martin DB?

A Singer, I believe.



Morgan Three-Wheeler Super Sports from 1935, with Matchless V-Twin engine.



1975 military Land Rover Forward Control—a model rarely seen here.

FAB 1 from the Thunderbirds. Huge, ugly movie car.



1937 Wolseley 14/56 series II police car. Preferred maker of police cars in the U.K. in this era, especially London's Metropolitan Police. Seen in many British movies and TV shows as the police car.



Automobilia—log books, driver's licenses, models, etc. all part of the displays at the BMM.

Jensen Interceptor or Ferguson FF, I am not sure—same car with different names.





Lotus—is that an Elan?



No sexy nymphs here—this is Rover’s radiator cap, is it a Viking?



Many of the usual suspects, from MGB to Morgan to Lotus Seven....



1948 Morris Minor, first of the line. My kindergarten teacher drove one of these.



1923 AEC S-type bus, operated by the London General Omnibus Co.

Delorean (they were made in Northern Ireland, you know), replica of car from s a "Back to the Future 2" .



Triumph TR-3a from 1959.



Morris Minor as Fire Engine. Note large Lucas electrics signage, a well-loved feature of most British cars of the era!

Austin pedal cars. I think the A40 model at the type is currently back in production. There is a society devoted to them, and there were Austin pedal car races at the Goodwood Revival! Earlier model below.



Morris Bull-Nose—one of the first mass-market cars in Britain.

1971 Rover P-5b Saloon, personal property of H.M. the Queen, on loan to the museum.



They have four of the MG record cars.  
Very slick.

And two of the Monte Carlo winning  
Mini's from the early 1960's!

