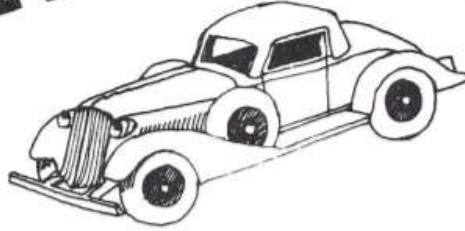


CAPITOL MINIATURE AUTO COLLECTORS CLUB



**MAY 2025: NEXT MEETING MAY 17,
2025**

CMACC MEETING DETAILS

MAY 2025

DATE AND TIME: MAY 17, 2025; 11:00 A.M. TO 2 P.M.

LOCATION: RUCCI'S ITALIAN RESTAURANT, 10579 THEODORE GREEN BOULEVARD, WHITE PLAINS, MARYLAND 20695

THEME: NO THEME BUT BOB'S BIRTHDAY!

RSVP: TO BOB BY MAY 10 TO GIVE A HEAD COUNT TO THE RESTAURANT. CHOICES WILL INCLUDE PIZZA, SUBS AND THEIR FAMOUS DOUGHBOYS

EVENTS: Let me know if you know!

May 3-4: Great Scale Train Show, Timonium, Maryland (State Fairgrounds).

Editor's Corner

Well the big news of the month is tariffs, and I decided to put all of that and my thoughts in a separate article. Note the news from Doug Campbell about John Dempsey and his surgery, remember him and all he did to document our meetings and trips for so many years.

See the article about Marc Star's collection, we will miss him at monthly meetings after he completes his move to Pennsylvania—it was a surprise to me that he will be leaving.

Thanks to Bob Short for setting up our May meeting, and a Happy Birthday! Finally, last pages something from the ancient archives from Bob Sinclair—from one of the newsletters he sent when I started collecting in the late 1970's. See especially "Why collect miniature cars?".

Fred

TARIFFS

By Fred Fravel, with contributions

As everybody on the planet must know by now, the Trump administration has issued many executive orders creating tariffs on goods imported into the United States, and these have changed many times since "Liberation Day". These tariffs, as I understand it as of today, still call for a 154% tariff on anything made in China and imported into the United States. In addition there are varying tariffs on items made in many countries, including a 25% tariff on imported automobiles and automobile parts (some partial temporary exceptions for Canadian and Mexican vehicles/parts). Both of these are likely to have dramatic effects on our hobbies, whether you see it as only model cars or also the health of the full-size auto industry. Not good effects.

First impacts to become visible came from those in Corgi Model Club, as reported here by Dick Williams:

I just received the announcement below from the Corgi Model Club USA. I hope to grab the new version of the Citroen Safari as I have an original from my childhood (that's clearly been on many "safaris" across the floor), but after that I'll have to suspend all purchases from The Model Club. There's no way I'm going to spend \$85 for a \$30 model - and since I'm not a Club member, the actual cost of the least expensive models is \$40, so that would be more than \$90. This is just the bow wave of price increases in diecast and resin models made in China - which means almost all of them. Everything from Greenlight to Goldvarg soon will be hit with massive increases.

Ever since President Trump declared his tariff war on China I've been bracing for the effects on diecast and other models imported from China, and this is the first one to hit me personally, but it will be affecting all collectors in this country soon. If there's a bright side to this, it probably will be a boon to the secondary market in used diecasts on auction sites and at toy shows and antique stores. An article in The New York Times recently reported that the tariffs on goods from China vary according to the type of products. Toys were listed at 145%, but that might have been before Trump's latest temper tantrum in which he raised them again to counter China's countermeasures. Of course, if we wait a few days the policy may change again, but I doubt that diecast model importers are an influential lobby group. I also doubt that anyone is going to build diecast factories here in the USA anytime soon.

Doug Campbell also forwarded the Corgi Model Club news, and there was subsequent news that they were hoping to find a way to reduce the tariff burden by shipping from another country.

IMPORTANT UPDATE ANNOUNCEMENT!

Hello Douglas

We may have some really good news!

After a great deal of discussion and research in conjunction with our shipping experts, there is some confidence that we will be able to offer a **TARIFF FREE** postal shipping option that could be actioned very quickly.

US-based collectors will therefore hopefully be able to continue to receive Corgi Model Club models in the very near future TARIFF FREE!

However, this will require us to update our delivery system, which could take a few weeks. Note that because the tariff situation continues to be extremely fluid, if there are any further changes or updates we will let you know as soon as we possibly can.

ONE LAST THING, if you order any models from the Corgi Model Club collection using our current delivery system (which would be applicable for the tariffs), please use the **UPS Express option** at checkout which takes 2-5 days delivery and costs \$25.

As long as you order before the end of this coming **Friday (April 25th)**, the UPS delivery service will get them to you in the USA before the May 2nd tariff deadline. Unless you are willing to pay the additional tariffs please do not place an order after Friday April 25th until we get the new shipping service in place.

For further clarification, please email our Customer Services team at: enquiries@corgimodelclubusa.com

Thanks

We wish you all the best ~ and please keep following us on Facebook!

Warmest regards,

Corgi Model Club Team

Doug also received a letter from First Gear announcing that the new May releases would not be coming as a result of the tariffs, with more news to come:

Dick also provided links to articles in the New York Times about the impact of the 145 percent tariff on Chinese toys, given that 77% of toys sold in the U.S. come from China:

<https://www.nytimes.com/2025/04/26/business/trump-tariffs-hobbies-costs.html>

<https://www.nytimes.com/2025/04/29/business/trump-tariffs-christmas-china.html>

A related issue for those that have been getting models directly from China is that the \$800 de minimus tariff exemption for goods sent from China to U.S. consumers is ending today. This means that what has been tariff free will now have the full 145 or 154 or whatever it is today added. Plus the hassle of having to pay the tariff (will E-bay add it up front, do you get a notice from the shipping company and pay them, do you get a notice from Customs?)

A couple of key points:

- Almost all of our new models come from China. Many come through European companies/brands, so it may be that the U.S. tariff treats it like it is German or Italian or British or French—maybe 30% instead of 145%. Yet to be determined.
- Tariffs will cause the prices to rise—potentially a lot
- Many people (so well put by Dick) will substantially reduce their purchases
- Model makers and sellers will either go out of business or substantially reduce their offerings to those that are most popular so enough people will pay the higher price.

Not good.

As for full-size cars, the 25% tariff on imported vehicles is already having effects, though no one seems to know what the long term will be since these rules seem to depend on the daily whims of one man. But again, the way I see trends based on articles in Automotive News, Wall Street Journal, Washington Post, is that those companies that import most of their vehicles will have to increase prices to cover the tariffs, i.e. add most or all of the 25%. Who is that? Well, Jaguar Land Rover and Porsche have already suspended shipments to the U.S. while they figure out what to do on pricing. Volvo has suspended its European Delivery program, and is holding back on new shipments. Speculation in the blogs is that this will drive Maserati and Alfa Romeo out of the U.S. market (and maybe out of business altogether). Morgan may be ok, because it relies on the U.S. market for so few sales. The other likely impact is the slower extinction of the specialty enthusiast cars. A newsletter I get from a specialty bicycle retailer had the best explanation of this—Honda makes and sells lots of Civics in North America (I think they are actually assembled in Canada, but that's another issue). A few of the Civics sold here are the Type R sporty high performance model. They are all assembled in Japan, and exported from there—a lot of them to the U.S. Suddenly they have these

high tariffs, so Honda blends those tariff costs into their overall pricing (in effect subsidizing them), but the Type R's will still become relatively more expensive. There will be fewer sales as a result, and at some point Honda will quit importing them. Then, when it is time to update or replace that model Type R, the overall reduced sales (from elsewhere in the world) will cause them to cancel it. So a lot of what makes cars interesting to a lot of us may disappear.

The tariffs are a tax, paid by the consumer. There are two major rationales—one is to raise revenue, like all taxes. The other that has been largely promoted (obscuring the tax aspect) is bringing manufacturing back to the U.S. Based on personal observation I think the manufacturing employment impact will be very limited. If an auto company has been assembling cars in Mexico for the U.S. market, their major reason has been low labor costs as compared to the U.S. Placing a high tariff on those vehicles now may encourage the company to build new plants in the U.S. to produce those vehicles. But because the U.S. is a high wage country, those new plants will use as few workers as possible, with robots doing much of the work done by people in Mexico, or done by many workers 15-20 years ago in U.S. plants. I got a real sense of this on my visit to the Range Rover factory in Solihull, U.K. last fall. I took the tour, first stop was the plant where the raw steel is converted into the body shells—huge place. Robots picked up the steel, cut it, checked it, riveted it, checked it, etc. The tour guide asked our group to guess how many people it took to run this plant. Someone said 100, I said 20—he walked us over to a control room, pointed at a guy sitting in front a screen, and said he is doing it. There were also three people at screens overseeing the logistics, where were the trucks with parts, etc. If GM builds a new truck plant in the U.S. it is going to be like that. The contrast I saw was my visit to the Morgan factory, 0 robots (hand tools, actual skilled workers!) Can't imagine any new plants in the U.S. like that.

Model Auto Review recently answered a reader question about what it would cost to produce toy cars again in Britain. Their estimate was that as compared to China, twice as much. Look for the prices to go up, the selection down.

OAST- Doug Campbell

I enjoy collecting TOOTSIETOY promotional models, and back in 1990, they first released this semi van trailer and tanker, with a "Kenworth-looking" cab unit, with the standard models selling at retail stores with TOOTSIETOY graphics. These trucks were made in China, with graphics application and packaging probably done at the old Tootsietoy/Strombecker plant on North Pulaski Street in Chicago. These are the only 3 private-issue promotional trucks in this series I have found...the top 2 models made in 1990, and the tanker at bottom made in 1999. The top two trucks were made for USA firms, and sold under the "Tough Travelers" line, and the bottom tanker was issued to Vulcan Chemicals, Canada division, and was marketed & produced via Chicago, through Strombecker Canada, Ltd. , and Canadian Tootsietoys in this series were marketed as "HARD BODY" models.

Big B Drugs was a local Pharmacy chain in Alabama 1968-1996, then sold to Revco Drugs, and finally merged into the CVS Pharmacy chain....CASEY'S GENERAL STORES was founded in 1968 and today the chain of Midwest convenience stores/gas stations/ car washes Is just called "CASEY'S" and has over 2,900 stores in 20 states...and in 1990, their fleet of semi delivery trucks looked exactly like this Tootsietoy model, which was sold in their stores at Christmas. The Vulcan Chemical tanker was used in 1999 in an internal corporate promotion for "Quadra" chemicals, which were seemingly sold through Vulcan's Canadian division,,,,interesting the cab has an American flag on the sides, as Vulcan was mainly a USA based firm.



It's always fun to take some of your models and make a display with a model building...my Route 4 DINER was hand-made in wood by CITY SEEN MODELS of Connecticut.....left to right models are : Winross sample model Ford tanker for the old Mitchell Asphalt of Baltimore; China pull-back truck corporate promotional model for Green Mountain Coffee/Evans Coffee Distributors; GFCC Models 1959 Pontiac Bonneville convertible ;Dinky/Atlas Buick Roadmaster; Dinky/Atlas DodgeRoyal Sedan, GFCC Models 1955 Studebaker Speedster coupe;1969 Ralstoy issue 7 Santini Brothers/United Van Lines moving van; 2024 issue DCP/1st Gear 1/64 scale Freightliner cab promotional for WERNER ENTERPRISES /Nebraska "Powerlink" division. ...Stopping in front is GM plastic CITY BUS made in China.



1/43 scale, 1997 annual toy show model- for NAMAC (Netherlands Algemene Miniature Auto Club) Renault Estafette van ...I found this at our recent CMACC club show from a vendor who goes to that show each year and only keeps CAR models, and this was from his father's collection who used to attend show with him... model by Vitesse/City Models-made in China..one of 1000 issued. ...a great buy at our show for \$10!



I bought this handsome little Hot Wheels "Rocket Oil" tanker many years ago and for some reason never got around to taking it out of the VERY sealed, and awful Mattel round packaging..the top of the display was shaped like a tire, and now that I have it out and can really enjoy the model...I notice there is a different Coca Cola logo on each side of the truck, and that the top opens(the little bands holding the truck lid shut had dry rotted but still held the lid shut!) revealing a gas tank and hose inside the truck!



Here's a view of the right side of my wonderful Hot Wheels tanker with the roof open and showing the inner gas tanks and hose units...so nice to finally have it free of its packaging and so nice to display and enjoy! Few collectors ever seem to remove Hot Wheels from any packaging...but so much more to discover when a model is by itself!



For many years I have wanted one of these neat TINYTOYS, American La France Aerial Ladder trucks, by Hubley (Made in Lancaster, Pa. In 1959) as I have owned the La France Pumper since childhood...and this was another REALLY bargain priced model that I found at our recent CMACC Dun Loring show this Spring! It's near mint condition, and the few I've seen on EBay over the years have been priced well beyond my means..so our , still wonderful toy show, always yields some great finds! I was there at show #1 back at the church hall, and have attended most ever since, and never come home without some great new collection additions!





This was my favorite find from our Spring CMACC Dun Loring show...and it was still on our Club member, Dr. Star's table at 10:30, and at a BARGAIN price! This 1941 Plymouth is a custom painted one-of-a-kind model based on a cheap China-made model by Signature Models of China, that someone has put a lot of work and effort into making a really most realistic vintage Yellow Cab! The model maker even added that little "Taxi" roof sign

Here's a view of the left rear of my 1941 custom-painted Yellow cab- showing just how much nice details and paint job went into this model! I think the doors and trunk open but I'm afraid to hurt the paint so have not opened them. This model taxi look good enough to "hail" for a ride!



From A& H Models , in 1/43 scale, made in England , numbered 14 of only 200 built, is this detailed and heavy casting of a 1949 Ford Thames ET6 "Canada Dry" delivery truck, Complete with a tiny hand truck with bottle cases! A&H Models are hand-made , and full of tiny details...including all those cases of Canada Dry Ginger Ale! ...The real Ford Thames ET6 was produced for the British market 1949 to late 50's, and was used on a wide selection of truck chassis.....John McLaughlin introduced his McLaughlin's Pale Dry Ginger Ale in Toronto, Canada in 1890, and it was re-named "Canada Dry" in 1907 ...the first bottling plant outside of Canada was opened in New York in 1921, , and today is truly an INTERNATIONALLY-ENJOYED product, with Canada Dry now sold in over 80 nations world-wide . . .The brand is now owned by Dr. Pepper/Seven Up, Inc.



This has always been my favorite French DINKY TOY, having owned one in late 50's i. Childhood..it was not available in local Dinky dealers, so I got this one when visiting the old 1 fabulous FAO Schwartz toy Emporium on 5th Ave. in New York City in late 1950's... This was numbered in French Dinky range as # 33AN from 1956-59, then remembered from 1959 to 1961 as #577...and came with the same pictures on box as the #33A Simca van with no graphics. This was the only graphics used on this colorful model with opening rear doors and tow hook (added in 1957 to tow #70 trailer which I've never seen added onto the truck as it didn't match colors and really didn't look right with the Bailly van!) This one in my photo is the repro Atlas edition by Norev, which I think looks even nicer than my original! It was thought back in 1987, that the Dinky factory at Bobigny(Paris) France, made this van as an inspiration from the Guy Van "Sumberland", made at the Dinky factory at Binns Road in Liverpool, England. The retail "Bailly" fleet was painted white roof, upper body yellow, and lower body black, but since the 33A vans were painted yellow, its thought Dinky just added the black graphics, rather than paint the lower half black as a cost savings. Just speculation!



CANDYLAB TOYS (wood with diecast base-made in China, designed in New York) just received license to produce this little step van for the U S Postal Service ... so will probably soon be added to official USPS retail gift selections ..its available now through Candylab directly.



Just found this neat little model on a peg at WalMart..its a Johnny Lightning ice cream truck..a very detailed and seemingly delicate casting, based on a MODEL KIT that was made years ago by AMT/ERTL, and even a repro of the model kit box is included! So many tiny details in a tiny diecast model truck that was before only sold as a large plastic model kit!



New from the DCMetro Store...to honor the spring festival of the famous Japanese cherry blossoms that surround the Tidal Basin each Spring in Washington, DC, the DC Metro actually painted some of its real train cars just like this, and just this Spring have made available these cool little wooden train replicas with those beautiful graphics! Joan and I have always gone over each Spring for many years, and now I have to drive her now around the Tidal Basin when the cherry blossoms are in full bloom, but with rain on the days we could go and Joan had some health issues on other days, so we did not get to go over this year to actually see the blossoms, but at least this little model train car will add some "cherry blossoms" colors to this Spring for us!



I just saw this little Hot Wheels "Rlehlman's Dairy Delivery Company "Divco(??) " "dairy delivery" casting on a peg at Walmart, and always collecting any toy Divco's , I couldn't resist this weird little "Divco on steroids" !



Another real "Bargain" find at our recent CMACC toy show at Dun Loring...this 1978 British Dinky issue-#278 Plymouth Yellow Cab...was mint in the box and a model I have always wanted but just never saw for sale anywhere when it was issued. This is one of the last Dinky Toys issued just a few years before the Binns Road factory became history!



A long 24" in length, this is an EXACT scale model of the CURRENT Werner Enterprises rigs so commonly seen on today's highways...by First Gear- made in plastic with working lights and sounds!! I see so many of these rear trucks on the highways weekly..and have always collected Werner Enterprises model trucks, as shown in my next photo when they were painted a more attractive very distinctive silver blue color!..Just a few years ago, the fleet was repainted in this white color with yellow/blue graphics and usually blue cabs. I used to have a wonderful, now late, collector friend, Red Reigart, who collected Winross, and was a truck driver who often stopped at the Werner Company Store in Nebraska, when there was NO internet or online sales, and would bring me back their MANY old silverblue model truck models...this big new current white 1st Gear truck was recently made available in the Werner Company Store, now available online!



Back in 1992, as I believe this big blue rig is dated, , Werner trucks looked EXACTLY like this big all steel Peterbilt model by Ertl, made in USA! The little plastic model in front is Werner's older truck graphics from 50's-60's era....both of these models were brought back from Werner's company store in Nebraska by my late friend, Red, so they have special meaning, along with all the many other Werner model trucks he used to bring to me! The white line across the Ertl trailer is just a light reflection!



In 1/18 scale, this brand new Fiat 850 Italian Fire van is made in China by MiTICA Models of Italy, and is EXCLUSIVELY sold only from modelcar shop in Italy. It is so full of wonderful details and is a heavy diecast model with full interior. Even a tiny METAL antenna on roof! To give my photo some "Italian atmosphere", I've displayed my model Fiat next to a model of the famous Tower of Pisa, that I last bought in the shop in the base of the tower on our last visit there..I have climbed to the very top of that leaning tower twice in my lifetime now..what a splendid "leaning" view from the top!



Fred, thought it might be of interest in newsletter.. I took John Dempsey on Thursday up to the Train Collectors Association (TCA) York,Pa model train meet, as he couldn't drive this week and is going on Monday for surgery on his carotid artery (I think that's the procedure he's having), so thought I should let you know he's having surgery and has had some health problems lately .. so he at least got to TCA York for about 2 hours and we had lunch.. I drove up to Belair and picked him up and took him home. So he really enjoyed Thursday and got his mind off of going in hospital... and of course came home with some new goodies for his collection!...Doug

Here's the 2025 line of vehicles for Hallmark Keepsake Ornaments...

Wheels turn on all vehicles.

MAGIC Lights up

Propeller spins





F. Kinner Sportwing \$19.99
29th in the Sky's the Limit series.
By Lynn Norton. QXR8305
Available in **JULY**

G. 1968 Chevrolet Fire Engine
\$20.99 33rd in the Fire Brigade
series. By Tim Bishop. QXR8315
Available in **JULY**

**H. 1976 Chevrolet Camaro®
Bumblebee** \$23.99 5th in
The Car's the Star series.
By Tim Bishop. Die-cast metal.
QXR8325 Available in **JULY**





I. 2025 Ford Mustang GTD
\$23.99 By Tim Bishop.
Die-cast metal. QXR8235
Available in **OCTOBER**

J. 1995 Ford SVT Lightning
\$23.99 31st in the All-American
Trucks series. Die-cast metal.
QXR8317 Available in **JULY**

K. 1995 Indian Chief Motorcycle
\$23.99 By Orville Wilson.
Die-cast metal. QXR212
Available in **OCTOBER**




L. Road Grader \$23.99
Die-cast metal. QXR252
Available in **OCTOBER**

M. 2009 Nissan 370Z NISMO
\$22.99 By Tim Bishop. Die-cast
metal. QXR701 Available in **JULY**

1999 Nissan Skyline GT-R \$23.99
By Tim Bishop. Die-cast metal.
QXR3505 Available at Ornament
Debut in store and online in **OCTOBER**





N. 2026 Ram 1500 REV
\$23.99 By Tim Bishop.
Die-cast metal. QXR8215
Available in **OCTOBER**

O. 1969 Dodge Super Bee Six Pack
\$22.99 35th in the Classic American
Cars series. Die-cast metal. QXR8309
Available in **JULY**

P. John Deere 620 Tractor
\$23.99 Die-cast metal. QXR277
Available in **OCTOBER**

OAST-Joe Golabiewski

Joe sent a hard copy of an article from the on-line Car and Driver magazine article about the new alliance between Ferrari and Hot Wheels, which allows for a lot of new Ferrari models in 1/64 scale over the next few months (we hope). The article has much more information, but I was able to copy the photos and captions from the Car and Driver article for your information.

<https://www.caranddriver.com/features/a64390321/hot-wheels-ferraris-released/>

All the photos came from Mattel. The link to the article is below, I do not know if it is behind a pay wall.

The Mattel press release is at:

<https://corporate.mattel.com/news/hot-wheels-and-ferrari-team-up-for-the-first-time-in-10-years-to-release-a-full-range-of-die-cast-cars-and-collectibles>

I agree with Joe's comment that neatest piece is the Bartoletti Transporter, but I am intrigued by a 1/64 scale remote control Ferrari as well.

Ferrari and Hot Wheels Rekindle Their 1/64-Scale Bromance with a New Series of Designs

Hot Wheels and Ferrari reunite with their first collection in 10 years.



Hot Wheels Ferrari Heritage Set

The set, complete with the designer display case, retails for \$100 and is available exclusively at [Mattel Creations](#).
(I checked—it's Sold Out—Jack do you have any?)

Hot Wheels Ferrari Premium Series



Ferrari 250 GTO & Fiat 642 RN2 Bartoletti Transporter



Ferrari LaFerrari



Ferrari F50

Hot Wheels Ferrari Singles Series



Ferrari 365 GTB4 Competizione



SF90 Stradale



Ferrari F40 Competizione



Ferrari SF90 Stradale Remote Control

OAST-Bob Short



While on the way to the monthly breakfast with other retired police officers from my district I decided to stop at Walmart. I found this M2 1/25 scale VW transporter in Coca-Cola livery. I had just stopped to resupply one of my vitamins but I can't skip the toy aisle. Also left with a few matchbox cars I "needed" LOL.



Just received today (4/30), Volkswagen 1200 East African safari. VErY well executed reproduction.

Slow Progress

By Robin Godwin

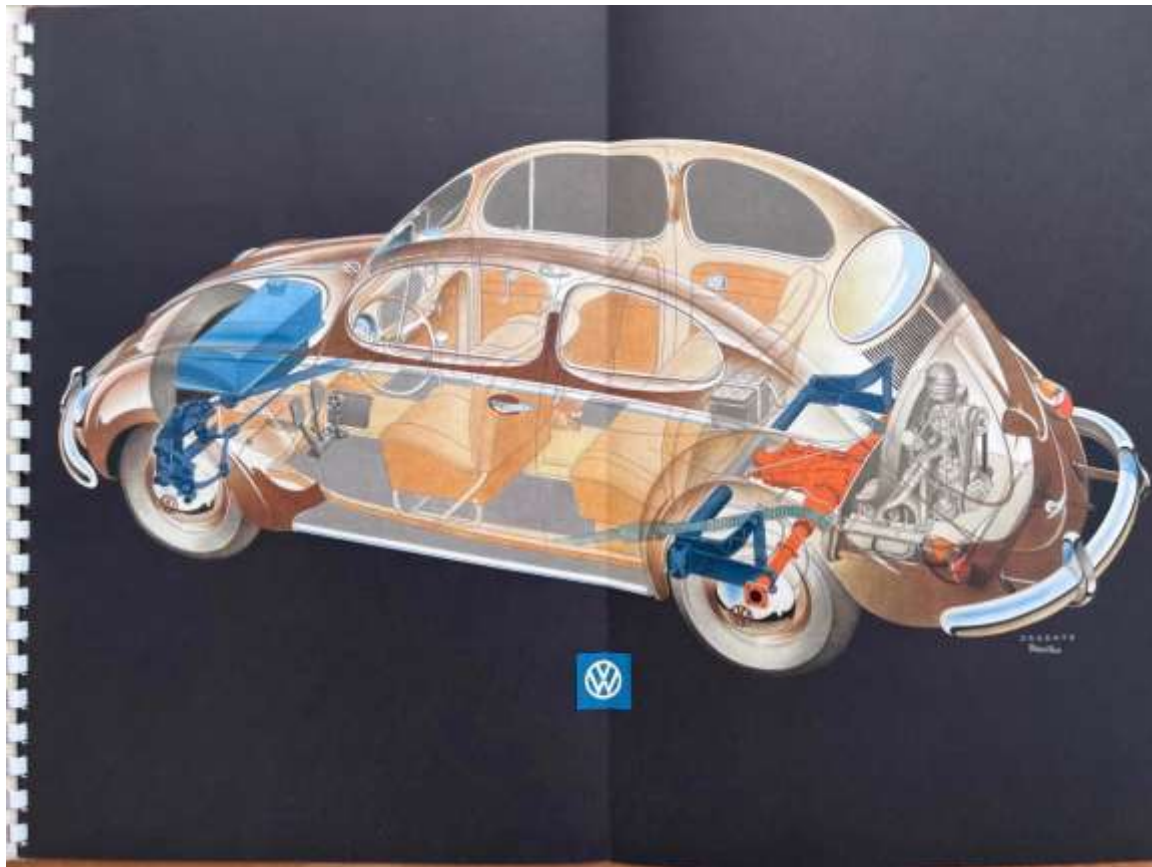
Way back in February 2008, I wrote an article in the print version of the CMACC newsletter called *10 Most Wanted*. The theme was as follows: if everyone listed their 10 most wanted models, then perhaps there may be some fortuitous overlap with "traders" among the club members. Alas, nothing materialized, but I have managed to acquire 4 of the 10 that I listed. In a way, I have just secured a fifth – a Wiking "Glaserne" Auto. The originals were all plastic, made in the 50's and were 1:40 scale. Both split and oval window versions exist. There were reproductions made, in the 90s I think, by an American company called Richard Carlson productions. Originals and repros are very rare, and originals are way more than I will ever spend on a model car.



The "Glaserne" VW Beetle (literal translation is "glass ones"). Clear body allows full viewing of internals – seats, spare tire and engine. This is one of a few "holy grails" of VW Beetle models. I don't have one, but it's still on my wants list (photo internet)



Here is the one I just bought – same theme of “Gläserne” only in 1:87 scale. It’s a very nice model and reasonably priced (although seemingly only available in Germany), but falls way short of its 60(ish) year old predecessors. Wiking could easily have made this more like the originals, but chose to use a modern casting which includes inner door and parcel shelf detail, thereby obscuring the view into the interior and covering the engine and spare tire areas (engine and spare are not present on the model). So not exactly as I would wish, not in the preferred scale of 1:40(ish), and not enough to take an original off my wants list, but still a captivating model in it’s own right



Just for fun, here is photo of a fold-out page from a 50s Beetle sales brochure, which may have inspired Wikings originals.

The Savoy Automobile Museum

By Dick Williams

The name "Savoy" seems to have overtones of elegance, probably because of the 5-star hotel by that name in London. The Savoy Automobile Museum (<https://savoymuseum.org/>) does have a certain sense of elegance, but the choice of name was more prosaic. When the wooded, 35-acre plot the museum was going to be built on was being cleared, the remains of a 1954 Plymouth Savoy were found. Since the museum founders hadn't settled on a name, the discovery, as a sign there says, was taken as an omen. The namesake car is on display outside the museum.

The museum is in Cartersville, GA, a few minutes from I-75. Even better, on the other side of the Interstate in White, GA, is an entirely different sort of car "museum," Old Car City, a massive, 34-acre graveyard of rusting cars from the '30s through the '50s. On our way to Atlanta for a VMI-GA Tech football game last September, Ruth and I spent most of a day at Old Car City, then stayed overnight in Cartersville and visited the Savoy the next morning.

The museum, which only opened in 2021, is housed in a beautiful, modern 65,000 square foot building (including workshop facilities) on wide, manicured lawns. In front of the building is an impressive metal sculpture, 40 feet long and 26 feet high, called "The Spirit of Speed." It looks like a chrome hood ornament from the 1930s, but apparently it doesn't replicate any actual vintage ornament. The closest I could come to it in an online search was a 1941 Cadillac "flying goddess."

The museum has three main display rooms, each with a collection linked to a theme, in addition to the spacious hall where a fourth collection is displayed. At least one of the displays always includes part of the Savoy's own collection, while others are on loan. The displays change periodically. When we were there, the themes were vintage race cars (on loan from the Indianapolis Motor Speedway Museum); "Moonshine Runners;" "Prominent Packards;" Savoy Survivors (cars that are all or partly unrestored originals); and other, fully restored cars from the Savoy Collection. Two cars take pride of place in the entrance hall, a 1903 curved dash Oldsmobile and a replica of Georgia Tech's 1932 Model A Ford, the "Rambling Wreck of Georgia Tech," a longtime tradition at the school. (That's one of three I saw on the trip; there was another replica at a business near the college, and the school's own led the team onto the field.) There's also a very nice restaurant on the premises with a giant replica of a 1930s wire wheel as the overhead light fixture.

Each collection had beautiful and interesting cars, but I was most fascinated by the display of bootleggers' cars, all of which were on loan from members of a club that collects such things, sort of a Professional Car Society for moonshine aficionados. (Sadly, the "revenuers" – the lawmen – weren't represented except by a large photo of a raid.) Some of the cars were replicas (so-called "tribute" cars) but there were some authentic, documented rumrunners in the group. I felt like I'd walked into a storage area on the "Thunder Road" movie set. Most of the cars looked stock on the outside – with the exception of slightly raised rear ends – but some had serious modifications to the engines and drivetrains. A 1948 Ford Deluxe that was the real McCoy was equipped with a radio from a Sherman tank and a sawed-off shotgun hanging from a sling under the dashboard, in addition to a 331 c.i. Cadillac engine and Lincoln Zephyr transmission. Formerly

owned by moonshine entrepreneur Algie "Georgia Boy" Roberson Sr., the car eventually had been confiscated and auctioned off by the BATF. There's a spot worn in the fabric of the driver's seat from a pistol that a previous operator carried in his back pocket.

Photos:



- 1) The main museum building with the "Spirit of Speed" sculpture.



2) The 1954 Plymouth Savoy that gave the museum its name.



3) The 1930 Ford Model A replicating Georgia Tech's "Rambling Wreck" – but hardly a wreck!



4) 1955 Dodge Royal Lancer, part of the Savoy Collection.



5) Here you go, Fred! This 1973 Saab 96 was one of the Savoy Survivors, donated to the museum by its only owner in 2023. She picked it in 1973 when her father offered her the car of her choice as a graduation present.

6 & 7) And here's a brace of woodies for Jim – a 1941 Packard 120 (6) and a 1948 Packard Station Sedan (7).



- 6) The museum's sign for the '41 woodie said, "Packard literature recommended that the interior wood finishes should be freshly sanded and varnished annually."



- 7) A Packard Station Sedan appeared in the one-season HBO horror drama "Lovecraft Country" (I had to look it up) set in the 1950s, according to the sign, which had a photo from the show. Not a true station wagon, the sedan had a steel subframe and doors to which the wooden panels were attached, rather than all-wood doors. The sign said detractors called this car an "inverted bathtub," an appellation also given to Hudsons, the Porsche 356 and the '49 Nash.



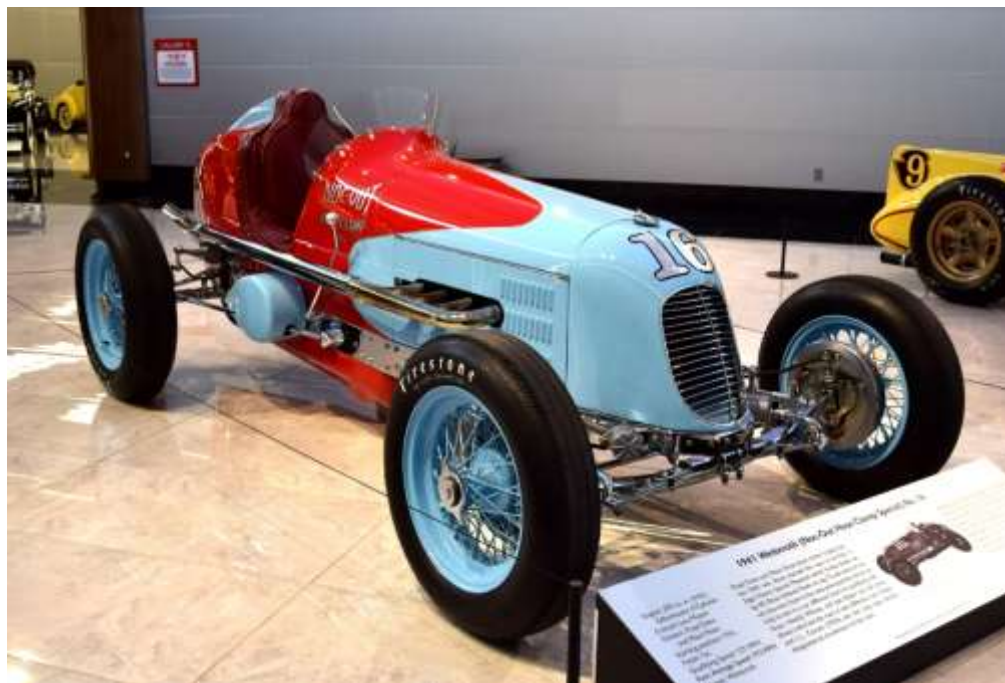
- 8) 1957 Ford Custom Business Coupe looking like it's straight out of "Thunder Road." This is one of the so-called "tribute" cars, purposely left unrestored externally. A sign said the lack of a rear seat in the Business Coupe made it a favorite for transporting booze.



- 9) Buick Roadmaster Series 75 hardtop: Buick's general manager hailed the '57 Buick's "new 'dream car' styling," but Buick fell from third to fourth place in sales that year, despite producing its 9 millionth car in July.



10) Algie "Georgia Boy" Roberson's 1948 Ford moonshine hauler with 331 c.i. Cadillac engine, tank radio and sawed-off shotgun.



11) 1941 Wetteroth racing car: This car, known as the "Noc-Out Hose Clamp Special," won the 1941 Indy 500. The car also won the inaugural race of NASCAR's Speedway Division, a flirtation with open-wheel racing, in 1952 using a Cadillac engine that replaced the original Offenhauser. Only 10 races were run in two seasons before NASCAR canceled the experiment.



- 12) 1937 Cord Model 812 Beverly sedan: The '37 Cord 812 basically was the 1936 Cord 810; in fact, unsold and in-progress 810s were renamed 812s. According to Wikipedia, a 1937 Beverly cost \$2545; there were four models of the Cord 810/812 (the Beverly being the level above the basic model), but only \$200 separated the cheapest from the most expensive production model in both years of manufacture (two custom models added in 1937 were more expensive).



- 13) 1968 Ford Shelby Cobra GT 500: This was the final year of partnership between Ford and Carroll Shelby (he ended his agreement with Ford in the summer of '69), although Ford continued to make Shelby versions of the Mustang. The Shelby GT 500 in '68 was powered by a 428 c.i., 360 hp Police Interceptor engine with a 4-barrel carburetor. 1968 was the only year for the "Cobra" GT 500 (so named because it used a variant of the 428 engine called the "Cobra Jet").



- 14) 1931 Packard 845 Convertible Roadster: Only two roadsters exist on the 845 chassis, which the museum says is considered the epitome of Packard design from that period. The body was built by Derham Body Co. The crank-down top, which could be lowered from inside the car, added \$100 to the cost - \$1880 in today's money.



- 15) 1956 Continental Mk II: the Mk II was the first car produced after Continental became a separate division of Ford Motor Co. from Lincoln, similar to Chrysler spinning off the Imperial line as a separate division in 1955.



- 16) Moonshine hauler 1951 Chevy 3100 Panel Van: This van was on loan from an owner in Virginia whose grandfather used to buy impounded vehicles at auctions and re-sell them. He also did time in federal prison in Petersburg VA and, with the sawmill skills he learned there, built a small sawmill and made portable mash boxes for moonshiners.



- 17) 1956 Studebaker President Pinehurst Station Wagon: Produced two years after the merger with Packard, this attractive wagon showed the change in styling at Studebaker from Raymond Loewy to Vince Gardner. The limited production wagon was only made for one model year, perhaps because American buyers preferred four-door station wagons.



18) 1932 Buick Model 67.



19) 1939 Lincoln-Zephyr: The Lincoln-Zephyr was conceived by Edsel Ford and introduced in late 1935, becoming one of the first successful streamlined cars after buyer resistance to the Chrysler and DeSoto Airflows. The Zephyr became the basis for the first Lincoln Continental in mid-1939 (marketed as a '40). The last Lincoln-Zephyr was produced in early 1942 when the government halted civilian car production; the Zephyr name was dropped from the Lincoln marque after WW2.



20) 1952 Ferrari Type 375: 1952 was the first year Ferrari participated in the Indy 500. Three American owners entered Ferraris, one driven by the winner of the 1950 race, but none of the cars qualified. The Ferrari factory team entrant did qualify and was in the top 10 at the 100-mile mark when a wire wheel collapsed and put the car out of the race. The car on display is one of the American-owned cars that was wrecked in a race in Denver later that year, restored in Italy and returned to the USA.



21) 1953 Packard Caribbean: Only 750 Caribbeans were produced in 1953. I've seen Caribbeans in other museums, but this is the only one I've seen with this half-roof, almost like a chauffeur-driven car. The car also has a small Packard emblem on the door like a coat of arms. The Caribbean was made from 1953 to 1956.



22) 1964 Smokey Yunick Sidecar: Smokey Yunick, who was famous as a mechanic, car builder and team owner, built this “torpedo with a sidecar” (because the driver sat in a pod on the left side of the frame) for the 1964 Indy race, but it didn’t compete. One driver quit after a test lap and another crashed the car on a practice run and Yunick withdrew it from the race. I chose to include a photo of it, not because it was a success, but because it’s so unusual.



23) 1988 Olds Cutlass Supreme: Another “Survivor,” no information was provided about this specific car (except to say that it only has 7500 original miles), just the ‘88 Olds in general. A Cutlass Supreme driven by Chuck Yeager was the Indy 500 pace car that year, and a 20th Anniversary Hurst/Olds special edition Cutlass was released.



24) 1934 Packard Coupe Model 1101: A Packard expert concluded that this car has a Packard Super Eight Victoria-style body fitted at the factory to an Eight chassis and engine. The sign said it's unknown if this was a one-off hybrid or a common practice.

It's a LIGHTER...but ON WHEELS !

By Doug Campbell

The famous ZIPPO CAR was commissioned by Zippo Manufacturing's founder, George G. Blaisdell to use in parades and special events as a promotion, from 1948-1960's The 1947 Chrysler Saratoga-New Yorker coupe featured a lighter with neon flame on each side, and for over-the-road travel, the "flames" were stored in the trunk & the lids were closed! The car sported "Zippo" hub caps, , a unique public address system with radio, record player, and wire audio recorder and playback.

The car toured all 48 States at the time, but by the late 1950's, the many miles, and sheer weight of the roof lighter took its toll on the car's chassis. It was "hobbled" into a Pittsburgh, Pa auto dealership for repairs, and for some mysterious reason it was NEVER SEEN AGAIN! Many years later, in 1996, another Chrysler Saratoga-New Yorker coupe was acquired, and a re-creation of the original Zippo car was begun. The new Zippo car took up permanent residence soon in the Zippo Museum/Visitor Center at Zippo's headquarters and manufacturing plant in Bradford, Pa. , where it is still enjoyed today!

Back in the late80's, and early 1990's, Vitesse Models of Portugal showed a drawing of the Zippo car in its annual model catalogs, , and actually gave it a product number, but for some reason, maybe costs, or licensing , the model was NEVER produced by Vitesse...as I tried many times to try and order one back then through many model dealers, but alas , and very unfortunately, the model just never became available. But I did eventually find that Zippo had Spec-Cast(Iowa, USA) make a very limited run of heavy pewter metal models(1/43 scale) of the ZIPPO CAR in July of 1997, so I was able to obtain one, in a special collector's tin, that actually with rolling wheels is actually a VERY NICE model, although Vitesse would have made such a more detailed and probably realistic model, had it ever come to production! So today I still enjoy a model ZIPPO CAR in my collection, and why don't we take a look at some photos to follow....Happy Collecting!

Here's a nice tinplate sign I've had hanging here , which Zippo issued back in 1997 to commemorate the 50th anniversary of the ZIPPO CAR!



Here's the VITESSE model drawing that appeared in their annual toy model catalogs for many years..but NEVER was produced!



Here's an actual post card photo of the re - created real ZIPPO CAR pictured in front of of the Zippo Mfg. Co. factory at Bradford, Pa.



In July of 1997, Spec-Cast of Iowa, USA, made a limited run of these heavy pewter models of the ZIPPO CAR in 1/43 scale. I've shown the nice collector's tin it came packed in behind my model car. There is even a little cast "Zippo" logo on the front bumper! The tires are free turning.



A VISIT TO MARC STAR'S COLLECTION

By Fred Fravel with Marc Star

Marc Star has been coming to CMACC shows and meetings for some time, always sharing or selling a wide range of models, books, etc. He was particularly in touch with Bob and Elke Straub, and so we had been communicating as Bob down-sized, moved and then passed away.

Recently Marc called to let me know that he is moving to northeastern Pennsylvania, and he invited me to see his collection that had not yet been packed, as it would shortly be boxed and moved away. I was glad to take him up on that invitation, and he showed me a toy and model collection of great variety. I took some photos that include way too many items in each photo, but I wanted to give everyone an idea of the many types of models and toys he has collected.

Unlike some of us that have a particular make or makes (say Alfa Romeo or Ferrari), or scale, or theme (police cars, woodies), Marc includes many themes. He has a large number of unbuilt plastic kits of all types. He has a lot of ships and airplanes, and many sports and other cars, as you can see in the photos below. A lot of Japanese tin. Many are truly unique, such as the SkyRide toy from the 1933 Chicago World's Fair. A recurring theme seems to be land speed record cars, you will see them here and there, and then think about how many of those made are represented in his collection. He has a lot of slot cars, the detailed ones, at first I didn't realize that they were slot cars, just thought they were in an odd scale. I am glad Marc called me and that I got to see this collection before it was packed! I hope Marc can still make it to our shows—and now I know he has a lot of models that could be included in articles for the Journal!



































Welcome to the wonderful world of The Automobile in Miniature!

I'm Dave Sinclair.....

Way back in 1963 I was the first to bring to the American collector the fine die cast miniature cars from Italy, France, Spain, West Germany and other countries on the continent.

WHAT ARE DIE CAST MODEL CARS ? For the benefit of those who are new to this hobby, die cast cars are metal models, assembled by hand at the factory and delivered to you ready to display. There are a few lines of ancient gasoline vehicles that are made in plastic because it is impossible to obtain the fine detail in metal in these "spidery" gas buggies. Of course even the metal cars have some plastic parts such as tops, seats, etc. Basically however Rio, Solido, Brunn, Polistil, Burago, Pilen etc. are considered metal cars. Unless models are identified as "plastic" or "kits" in our literature you can assume they are metal and assembled models.

ARE THESE MODELS AVAILABLE IN MY CITY ? A few may be but most are not found locally with the exception of the British makes: Dinky, Corgi and Matchbox. They are hard to get and because of the limited supply we do not wholesale and we have no dealers, all our sales being made by mail.

ARE MINIATURES AVAILABLE OF EVERY CAR ? No, due to the fact that dies for EVERY miniature car cost \$40,000.00 to \$50,000.00 only a fraction of all the cars ever made in the world are available in miniature. Very few American cars are made since most of the manufacturers are in Europe.

WHAT DOES 1:43 SCALE MEAN ? 1:25 ? 1:43 (or 1/43) means that the real car would be 43 times as large as the model. A Porsche 911, for example, in 1:43 scale would be about 3 5/8 inches overall. The same 911 in 1:25 scale would be about 6 3/8". In 1:12 scale, 13 inches. These models from Europe are not "toys" but realistic collector items made as faithfully as the manufacturers can make them to the real car.

WHY DO SOME 1:43 SCALE CARS COST SO MUCH MORE THAN OTHERS ? Manufacturers like Rio, Solido, Polistil mass produce their models with expensive automated machinery and thus can sell them at low cost. In recent years however there have been small firms emerge that make models virtually by

hand process in limited quantities of perhaps a few hundred or a couple of thousand. These firms, such as Brooklin, Western and others must therefore charge more for their models. However, due to their scarcity they will no doubt increase in value at a much higher rate.

IS IT SAFE TO ORDER THESE CARS BY MAIL ? It is if you do business with an established firm. We were the first die cast mail order firm and enjoy a world-wide reputation for honest, prompt service and dependability. We use the finest packing materials to insure your models will arrive in good condition.

WHY COLLECT MINIATURE CARS ? First, it is a fascinating hobby. Second, it is probably one of the best investments you can make for history has proven that miniature cars have one of the highest appreciation rates of anything you can invest in. An example is the Cord 812, 1937 by Dugu of Italy we used to sell for \$6.00 in 1969. Dugu is out of business now and if you can find one of these Cords you have to pay \$60.00 or more for it. 10c 1934 LaSalles made by Tootsietoy in that year regularly bring \$75.00 at flea markets.

Everyone should have a hobby for the sheer therapy of escaping from your daily work. Take myself, for example. Since miniature cars is my business it wouldn't make sense for me to make it my hobby too. Oh I have a fine collection of miniatures but I don't "work" at my collection, swapping, searching for rare pieces I don't have, etc. I feel that I have to have something else as my real hobby. Mine is acting in local civic and college theatres. In the past 3 1/2 years I have appeared in many plays and was the star of "That Championship Season", "God's Favorite" and "Long Day's Journey Into Night". I'm proud to say that I have always received good reviews in the papers.

Acting sort of runs in my family. My father was quite active, one niece, Brynn Thayer, plays the part of "Jenny" in the soap opera "One Life To Live"; my nephew's ex-wife Annie Potts starred in "Corvette Summer", another niece is in "Godspell" in Milwaukee and my wife Peg and I played opposite each other in "Any Wednesday" last summer for the benefit of the scholarship fund of the Erie Theatre Arts Institute.

DO YOU BUY COLLECTIONS ? No, sorry but it just isn't practical for our volume operation. Buying collections takes a lot of time in evaluation, inspection, listing and it just isn't practical for us from a time standpoint. Neither can we attempt to give you the value of an antique car you have in your collection. Like real cars the value of an antique miniature is what the buyer feels it is worth to him.

DO YOU HAVE A SHOWROOM WHERE I CAN SEE THESE MINIATURE CARS ? Yes, we do maintain a showroom in Erie just a quarter mile from the Airport. It is open 3-5 week-days to collectors although

continued other side....



we are considering closing our doors to the local walk-in off the street customers since they usually confuse us with an ordinary "hobby shop" and do not appreciate the type of merchandise we handle. If you find our door locked simply knock and identify yourself as a mail order customer and we will be glad to welcome you. As we have such a very short summer season in Erie, and freeze to death most of the year, we have decided not to remain open Saturdays during the months of May, June, July and August anymore. The rest of the year I am usually in the office Saturdays from 10 AM to 3 PM but it is best to phone ahead for if I am out of town other staff members do not work on Saturdays.

ARE THE MODELS YOU LIST ALWAYS AVAILABLE ? CAN I BE SURE OF GETTING A MODEL SIX MONTHS OR A YEAR FROM NOW IF I DON'T ORDER IT RIGHT AWAY ?

Most contemporary models are produced for only a year or two and then the companies discontinue production in order to make something new. For example, while the Porsche 914 was being made in full size there were a lot of miniatures made--today it is hard to find one. Antiques and classics are a different story and firms such as Rio and Solido have never discontinued production of any of theirs. However, many, many firms have gone out of business over the years and then their models become hard to find and when you can find them you usually have to pay several times their original cost. So, when you see something you would like to have it is usually a good idea to get it as soon as you can for it may not be around next month or six months from now.

WHY DON'T YOU HAVE A REGULAR BOUND CATALOG ?

For many years we published very expensive catalogs full of quality pictures. They were the standard of the business. Such catalogs must be printed in large quantities however otherwise the cost is prohibitive. Today, with the value of the dollar changing

so frequently, which affects the prices of all imports, and the availability of so many items being limited it is virtually impossible for us to print that sort of catalog for it would be obsolete before the ink was dry. We have to ask you to bear with us with these loose sheets which we have to reprint almost monthly.

WHY DON'T YOU SEND OUT A REGULAR MONTHLY MAILING OF NEW RELEASES ? - We would like to but if we sent out 30,000 pieces of mail every month we would not have a prayer of getting enough models to meet the demand. Actually we estimate that we could be doing four times the business we are doing if we could only get enough models to meet the demand. By pacing ourselves we are usually able to fill most orders in full. Under the circumstances we can only ask that you send a stamped self-addressed envelope once in awhile (\$10 business size) and we will stuff it with the latest bulletins and return it to you. Of course we always include the latest bulletins with all outgoing orders too.

Collecting miniature cars is a great hobby. If the market was flooded with them they wouldn't be so desirable and have their potential future value as collector items and that is the philosophy one must accept.

CAR-dially yours,

Dave Sinclair

"I have dealt with others and your service is the fastest, most courteous, and most efficient of them all."
Edgar A. - Denver, Penna.

Received my Alfa Romeo P3 earlier this month - "fantastic model" and wish to be put on your want list for the entire Casadio collection

packing and promptness are unsurpassed. It sure is comforting to know that I can trust you folks come "hell or high water"

Steven L. Simon

*Sincerely
Jim Allison*

*"Grip-Eddel" Technico
1/25 are the greatest!
A.A.P. Alaska*

"Each time a box arrives from you, it is like Christmas all over again."
R.C.Klein, Indiana

"The Auto-Pilen line of 1:43 from Spain are terrific!"
J.P.S. Honolulu

Dear Dave,

Attached find my order for your "OOPS" sale (I am enclosing a check for \$165.00 to cover my order. I would like to tak, this opportunity to thank you for your "fantastic service over the past years that I've been doing business with able to send fill in with

Thank you for your great service. I recently had the unfortunate experience of dealing with another mail order house...the car arrived in a deplorable condition, they just threw it in a box without any type of protection. This makes dealing with you a absolute pleasure. Keep it up, we need more places with the courtesy that you show.
Peter Wendell, N.J.

Thank You Once Again For Your Assistance,
Theodore R. Mantel

"Your miniatures are not only often the best available, but the service you give to your customers is fantastic. Thanks to you I have a rapidly growing collection of some of the finest 1/43 scale models in the world." -Doug G. San Francisco, Calif.



3831 West 12th St.

Erie, Pa. 16506

"My first order of antique autos from your fine selection arrived in about half the time I had expected. I could not have been more pleased with the quality detail and service experienced in my first contact with your merchandise and organization." -Donald E. Pitzer, Cresco, Pa.