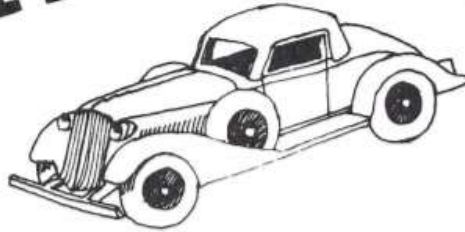


**CAPITOL MINIATURE AUTO
COLLECTORS CLUB**



BILL GRAVER

MEMORIAL AT ARLINGTON CHURCH OF THE
BRETHREN, 300 N. MONTAGUE ST, ARLINGTON,
VA ON SUNDAY 10/19, 4-6PM.

**SEPTEMBER 2025: NEXT MEETING
SATURDAY, SEPTEMBER 13, 2025**

CMACC MEETING DETAILS

SEPTEMBER 2025

DATE AND TIME: SATURDAY SEPTEMBER 13, 2025;
11:00 A.M. TO 2 P.M.

LOCATION: HOME OF BOB AND LINDA SHORT, 303
TOMPKINS LANE, WALDORF, MD 20602

THEME: GREYHOUND (OR OTHER INTERCITY BUSES)

RSVP: TO BOB BY SEPTEMBER 7 TO GIVE A HEAD
COUNT FOR FOOD. 301-996-9765 OR 301-318-5415
OR BOBSHORTSR@GMAIL.COM

REMINDER:

**Celebration of Life for Dan Danielson on
September Saturday, September 6, 2025: 1:00
pm ~ 4:00 pm**

**Heritage Hunt Golf & Country Club, 6901 Arthur
Hills Drive, Gainesville, Virginia**

EVENTS: Let me know if you know:

- **September 13, 10:00 a.m. Summer Concours Auction at Lloyd Ralston Auctions:**

<https://lloydralstontoy.com/auction/239-summer-concours-model/>

- **October 4-5: Great Scale Train Show, Timonium, Maryland (State Fairgrounds).**
- **November 1, 2025 Allentown Antique Toy Show, Agricultural Hall, Fairgrounds 302 N 17th St, Allentown, PA 18104 (Early Buyers October 31 10 a.m.-3 p.m.)**
- **November 2, 2025 the 108th CMACC Show. Dunn Loring Firehouse, 9:00 a.m. to 1:00 p.m.**

Editor's Corner

Trying to get this issue out more or less on time so people can get events on their calendars. And then more sad news about the death of Bill Graver, another of the great long-time CMACC members. Note the planned memorial service time and date, and see the reminder above about the celebration of life for Dan Danielson.

Once again Doug Campbell has provided one of his extensive OAST contributions and an article always amazing the variety. One thing I thought about more after reading his article is his extensive knowledge of the economic history of Baltimore (and the dairy industry!), which I always find fascinating. . Also, in this issue, a visit to the Mullin Museum by John Goodman. He sent me a box of CDs with car pictures he has taken over the years, and this is our first joint article from this stash. It me a while to get the technology to read CDs and flashcards back. Hopefully we can do more in future articles.

Thanks again for these contributions. And thanks to all our contributors, the stash is low!

Fred

Tariff Updates:

As I said last month, spin the Tariff continues, and it is hard to know what the effects will be and when. In response to the July 31 Trump [Executive Order](#) suspending duty-free de minimis tariff exemptions for low-value shipments from all countries,, postal services in many countries announced that they were not accepting any low-value shipments destined to the U.S. until the impacts are sorted out and an administrative structure is developed to collect the tariffs. Thirty postal operators in Europe have announced restrictions, including Germany, France, Spain, Belgium Not clear about the United Kingdom or Italy.

It also appears that such shipments will be much more expensive once postal services start accepting packages. For countries such as Britain with a tariff rate of 15% or less, each package will have a charge of \$80, and parcels from countries was tariff rates of 16 to 25% will have an additional charge of \$160, and countries with a tariff rate of more than 25% will have a fee of \$200. Letters, documents and gifts under \$100 will be exempt. Also, the U.S. rules require all duties to be prepaid. (Source: Washington Post 8/25 and 8/29). Also the U.S. Customs and Border Protection (CPB) has only authorized a few third-party service providers to collect and pay the duties. No doubt they have a fee also.

So, my experience is that a model I had ordered on Ebay from a French seller was immediately cancelled, and the reason given was my address (in the U.S. of A.) And the lack of a process and the huge fees put a major chill on my hobby—that \$200 French bus I had on my Ebay watchlist suddenly looks like it could be \$400-\$500, if the seller would even fool with it.

As I said last month, if you are still ordering models from abroad, let me know your experience.

Sad News: Bill Graver

Once again this month we learn that another of our CMACC founders has passed away. William "Bill" Graver passed away earlier this month, according to an e-mail from his son. The cover has the details about the planned memorial service, but there is not yet an obituary I can share with the CMACC members.

Bill was a member well before I joined the Club, as I was reminded by the photo below. This was taken from one of the Club history albums put together over the years by John Dempsey (which Harold brought over at our last meeting). This photo is Bill and son (John?) at Macungie in **August 1982**, according to the album.





The cover photo is also from one of the albums. Bill hosted the Club in April 2009, and this picture was taken by John at the meeting. The theme was wheeled and tracked military vehicles. More recently, Marc Star had been in touch with him—he was planning a move to the Lehigh Valley area of Pennsylvania, near to Marc's new home.

Also from Marc is this photo of Bill at our November 7, 2021 CMACC show. Note the mask. Bill was a long-term regular at our Show, even after his formal resignation from the Club (as I recall he was concerned about exposure to potential liability should the Club be sued)—but I think we continued to recognize him as a “de facto” member.

When we receive the obituary I am sure we will learn more about his life, but for now I think Andy German's comment “He was a great guy and extraordinarily knowledgeable about so many aspects of collecting” is a true statement, as is son's comment that “He may be a runner in your eternal competition of “Ye who dies with the most toys wins.” More in a future issue.



Marc also shared this photo from April 2, 2023, showing Bill with his Civil War homage in his home. Bill was very interested in military history, which extended his hobby interests beyond the model cars.



Minutes of the CMACC Meeting of August 16, 2025

The CMACC met at my home on August 16, 2025, a Saturday. Members present included Harold Blevins, Jim Brostrom, Joe Golabiewski, Fred Harris, Bill Patton and Bob Short. Linda Short and Caroline Patton also were able to come. We shared a deli platter from The Bagelry in Colesville, allowing everybody to assemble a sandwich to their taste, and add potato salad, coleslaw, chips and dips. Todd Blevins, Doug Campbell and Dick Williams all had schedule conflicts and could not make it, Marc Star had planned to come but was not feeling well. Fred and Joe were using the paper map from the 40 (?) year-old black CMACC map book, which I had not seen in years, and we eventually got them here.

Harold started us off with the announcement that Jack Dye will move his show to the Vienna Firehouse in October, like last year. Jack has his 1/64 show the second Sunday of every month—currently at his shop. Jim reported he will get started on the planning for our November show shortly. Harold reported that the Lloyd Ralston auction of items from the Jeff Gurski collection went well. I think it was 500 items or so—if you see Jeff's house it still looks pretty full, so more to come. Hats off to Harold and Todd for all their work in selecting, matching boxes, packing, etc. Those present discussed the need to have an inventory of their collection to help family members (if not for insurance purposes). Harold has one, I have started.

In the format of a traditional CMACC meeting, the Club business/announcements are following by Once Around, Show and Tell (OAST).

Once Around, Show and Tell

OAST started off with Jim Brostrom, who share a couple of items he purchased from Jeff's collection. One is a hand-made, carved model of a 1941 Cadillac woody station wagon made by Otto's Autos, as documented in the book "Otto's Autos: Wooden Models to Dream About" by Otto Vallastro the model maker. Harold had the book so we could pass it around as well.



Jim also had a 1/43 Motor City 1949 Cadillac Ambulance, a highly-detailed Sunset Coach white metal model treasured by Jim as a "bucket list" item and as a model once in the Gurski collection.



Jim also had the new 1/43 scale 1948 Pontiac from Goldvarg, the two-tone gray version and the two-tone green version both; and the Goldvarg 1967 Ford Country Squire in Springtime Yellow—all just delivered by Bob Short, along with a 596 1/64 Crown Vic NY taxi, and a General Lee Dodge Charger from Norev.



Harold brought a couple of interesting pieces from Jeff's collection. They are both Hot Wheels 1930's Cadillacs. Originally available in black or red, these illustrate the creativity of Jeff as he disassembled them and recombined to make black and red two-tones.



Joe Golabiewski brought the silver version of the new IXO 1/43 Mustang GTD—and the Hot Wheels silver version of the GTD.



Fred Harris brought an interesting assortment of models. He had a Minichamps model of the Jaguar XJ220 in 1/43, Jaguar's exotic supercar of a couple years back. Fred commented on Jaguar's current difficult times, with its controversial proposed high-end electric future car. He also had a 1970's Mercedes 220 station wagon providing comments on the loss of the station wagon and its replacement by SUV's and pickups in today's marketplace. The Mercedes wagon has become a collector car now. And finally he had an American Excellence 1/43 '66-'67 Buick Riviera, an example of the beautiful "personal" car coupes popular in that era, and now completely gone (unless you count the Mustang and Charger muscle cars).



Bob Short brought the Brooklin 1965 Impala convertible commissioned by Jeff Lane for the 2021 1/43 show, previously shown in his OAST last month. He also had the Corgi Club Mini Cooper, but noted that he had cancelled his membership in the Corgi Club as the models were too expensive when you added the tariffs. Another interesting model was the DCP 1/64 International Stake Body truck. Another 1/64 model rounded out his OAST, the BMW G80 M3 Competition from Para 64, showing the level of detail now available in this scale. Bob brought a number of other models for sale, as seen in the photo below.



Bill Patton brought an antique toy that he found at a doll auction. A "Drive-Em Horse and Wagon" ride-on toy advertising Golden Pasture Farm Products Milk-Cream (Doug would no doubt know the history). An amazing period piece representing another era completely.



I had some Show and Tell models also, following up on my LeMans Classique trip. I had the 1/43 Spark model of the Briggs Cunningham 1950 LeMans race Cadillac 61 coupe, and the 1/43 Bizarre model of the "Le Monstre" Cadillac LeMans 1950 racer. I bought the Spark model at LeMans Classique, and the Le Monstre from the Gurski collection. Both representing cars I saw in the Paddock and on the track at LeMans Classique. Also, in the same vein was a 1/43 Spark model of the 1932 LeMans winning Alfa Romeo, also representing cars seen at LeMans Classique. Finally, I had a Klaxon Gama model of the Alfa Romeo speed record car driven by Bill Lightfoot, resident of Vienna, Va.. Bill's business card has a photo of this exact car, and having met Bill I had to have the model.





Program: Bucket List

The program was based on an e-mail from Bob Short, in which he related that he had finally acquired some models that had been on his "bucket list". So, I asked members to show something that had been on their bucket list that had been acquired, or something they were still looking for or hoping to get.

I called on Bob, since he had inspired the program idea, and he shared his mid-fifties Plymouths from Jo-Han, as seen in last month's OAST. One, being shown below, was the 1955 Plymouth sedan, and another was the 1953 wagon. Bob's family car at that point in time was a 1955 Plymouth, and having the model was something long on his list.



Jim Brostrom related that he had just achieved his bucket list model, the 1949 Cadillac Ambulance. Still on the list is the Goldvarg 1936 Chevy stretch sedan, and a 1948 DeSoto stretch airport limousine, made by a Russian firm 43 Models. I will keep my eye out. He also wants a Kess 1978 Ford or Mercury woody wagon.

Harold's bucket list is the Great American Dream Machine 1/43 model of the Batmobile, to go next to his model of the Lincoln Futura that was the basis for it.

Fred Harris couldn't think of the exact name, but he has a picture in his mind of an early 1950's Pegaso coupe shown at Monterey. The car was orange or yellow, with a large backlight/hatch and red-wall tires. He thinks the model is unavailable.

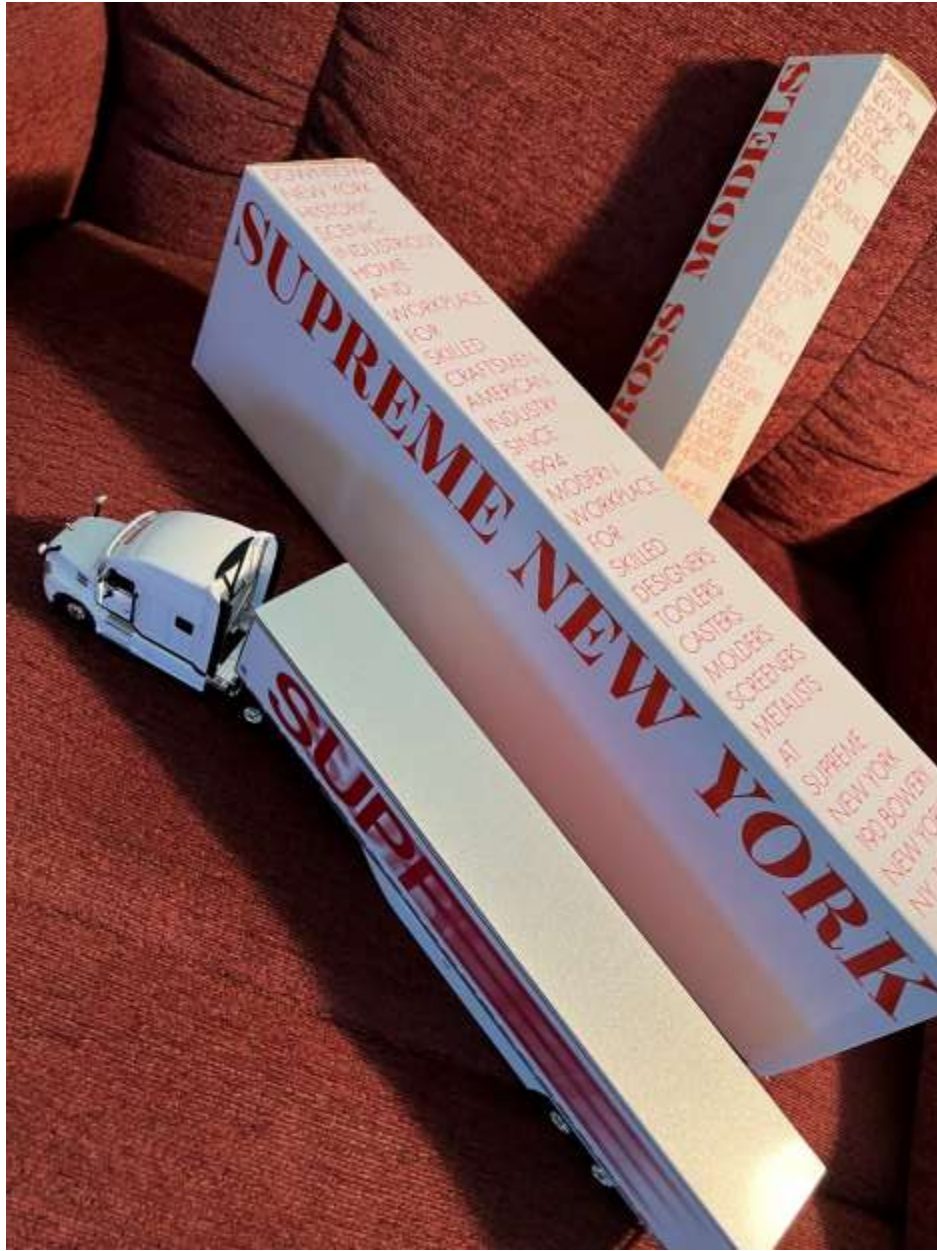
Bill Patton's bucket list achieved is the Schuco Packard Hawk, which he has, and a Trump Trash Truck as shown by Jim Brostrom.

Joe Golabiewski doesn't have a bucket-list model—he's selling, not searching!

With that, everyone started packing up. Bill Patton volunteered to host the next meeting, now scheduled for November, at his house—stay tuned.

OAST- Doug Campbell

This 2024 1st Gear truck was a strange EBay find..well ..not really the truck..but the BOX!...Look how closely they copied the early 1983 WINROSS box design /lettering/colors that I show in the back of this photoeven the wording & typeface style on the box side is almost identical! SUPREME is one of those overpriced "designer" clothing stores (& skateboard shop) in New York City, that had at one time quite a "cult" following! I have been trying to reach someone by phone at Supreme to find out why in the world they would have ordered these rather pricy and detailed model 1st Gear trucks (which were made in a few different colors also) but haven't yet. The graphics on the truck are unusual, but it was the BOX that caught my eye to have to add this model to my WINROSS "history"!



These old 1968-72 model production (model issue #915)TEKNO (Denmark) Ford D-800 trucks were always I thought , great Tekno replicas of the real trucks...this is the longer open sided truck (sides fold down). And I also have the Tuborg beer truck with this cab in my collection...cab tilts,. doors open, detailed cab interior, jeweled headlights...Danish model production at its finest!



With Joan's passing earlier this summer, I had to get away a few days, so was able to book only 7 days , with changing rooms mid week, at our hotel in Ogunquit, MAINE (always sold out for the summer!...I was able to book 10 days next July, 2026 thankfully while I was there!) and while there , managed to get into quite a few of Southern Maine's many HUGE antique/flea market locations, and found this old MAINE CENTRAL Railroad semi-trailer metal "paperweight", which I think might have had sides painted and logos added, but it looked nice to me, as I have about 1/2 dozen of these old trucking company "Paperweights" like this one in my collection...they were popular after WWII into mid-50's as corporate desk advertising novelties .



Many, many years ago at Allentown, I found the VERY RARE "Squirt" version of this truck, and have often wanted this COCA -COLA version which I have only seen one other at well over \$500 at another Allentown show...so was quite delighted to find this example, (in nicer condition than the \$500 one!) at one of Maine's LARGEST antique superstores..Antiques USA on Coastal Route 1 in Arundel, Maine(near the Seashore Trolley Museum, and Maine Classic Car museum!).. at a very reasonable price...this Japanese tin Coke truck was made by MARUSAN(SAN) Toys ,Japan, model # 3431, with friction motor & the tin bottle case on each side slides out and is removable. This is a difficult toy truck to find today, and especially having all 4 chrome hubcaps intact!



I'm showing a rear view of the Coke truck in my last photo to show the interesting graphics on back panel..seemingly back then ,toy Coke models weren't at all trademark licensed! This model was made in both 1956 and 1957, and the license plate shown here indicates that this is the 1957 issue! Just a charming toy beverage truck for sure! Back in those days, most real soda bottle delivery trucks were of this open side variety..not much concern over "theft" back then it seemed!



In my visit to Owls Head Transportation Museum (I've kept a membership in this museum for many years too!), this August, in mid Coast Maine...I happened to be there the Thursday of the Preview Party of the HUGE New England Auto Auction, so the museum was open 'til 7 pm and much of this many,many acre site, includes an airport for their many vintage aircraft, and along with the dozens and dozens of vintage automobiles in the museum's display, that day was the preview for the famous New England Auto Auction on Friday and Saturday, held each year at Owls Head- so literally HUNDREDS of truly beautiful antique, classic, and special interest vehicles were on the huge property to view- for one of the greatest car auctions in the Nation! While in the large gift shop, amongst a large display of these "Crazy Motors" toy vehicles, I had to bring home this charming "TAXI JOE" ...fully diecast metal with full suspension! Made by DJECO TOYS(Paris, France)designed in France & made in China!



Each year, my friend, and world-famous MATCHBOX Collector -EVERETT MARSHALL-(owns Matchbox Road Museum in New Jersey) who is now a paraplegic himself, holds a charity GOLF tournament in both New Jersey & Florida, and MATTEL makes for him a special emergency vehicle, in very small quality, to use as a gift for those who play in golf game, and the few left over are sold to collectors for a donation to his charity..this is model #20 and I think the best ever..a super detailed Mercedes UNIMOG fire truck.....seen in the special plexiglass case Mattel issues his models in. For some years they did a "pink" model for Florida tournament for breast cancer charity, but Mattel would only do a RED version for him this year, thus used in both events. I believe only 400 models were made.



Here's a clearer view of the Everett Marshall Charity Matchbox UNIMOG, seen from right side of plexiglass showcase model is packed in.



I just pull some random models to show from my collection each month..this is one of those "partworks" models from Europe...made in China, modeling a colorful MORRIS(British) van used by SKYWAYS of LONDON Airlines- what a fun roof sign!



Just before Joan's passing this summer, we discovered Mt. Gretna, Pa.- and both on our first visit in June called it the "most beautiful village in all of the United States"! I have been going back up to Mt. Gretna to the summer outdoor theatre(oldest in USA!) or to a concert there, and a wonderful home tour, just about every weekend over this summer...and one weekend they were having a student art show, and some of the students had made these paper/cardboard models to show one Mt. Gretna's most famous claims-to-fame...it's PORCHES! I liked this one as it also included a typical Mt. Gretna porch in the Chautauqua area...Mt. Gretna, founded in the 1800's, is made up of the Chautauqua, Campmeeting, and the somewhat newer Heights areas of homes, amongst other areas ..all with distinctive architecture.... This little model, just an art form, even has the many "supports" under the porch roof. I just enjoy collecting model buildings too ! I've shown the house with a 1950's Plymouth Jo-Han taxi cab , as it's fun to display your models with a model building too!



Model buildings are just fun to show off some models in the collection..this HO scale "Life-Like" (was made in Baltimore) Model of a 7-11 built back in the 1970's, and it represented a typical 7-11 convenience store of that period. I've displayed in front some of the JAPANESE 7-11 promotional models sold only in Japan, probably at 7-11 stores there...left to right..a little pull-back box van, a heavy diecast van with colorful figures in windows, and last 3 are all Tomica models(made in Vietnam) used in a Japanese 7-11 promotional program- Toyota Auto Body Coms, a Toyota VITZ, and a Isuzu Elf Box Van.



Earlier this summer, McDonalds offered these neat "Lil' McDonalds" models..I only wanted 6 of the 12 series, and shown here are 3 of the ones in my collection along with the little box they came packed in....what fun!



For many summers now, while in Maine, I have purchased some items in a most unusual store- The Maine State Prison Showroom in Thomason, Maine... on Route 1...which is up in the area Mid- Coast, towards Owls Head. It's a huge store full of furniture, crafts, novelties, and many toys all handcrafted by prisoners in the Maine Prison system, who are taught woodworking, while in prison. The quality is wonderful...guards and some prisoners staff the sales counter, and nothing is sold by mail or online..only in this unique store !... "Craftsmen rebuilding their lives" This year they had only 2 of these rather unique heavy wooden excavator shovels with wooden plaques branding it as "MSP Sand & Gravel" (MSP=Maine State Prison), and stamped on the platform, as shown on right platform, as all items sold there are marked..."Hand crafted in the Maine State Prison" The tracks are solid wood, and do not move, but it has some moving parts , and I just thought it was too fascinating , that I just had to add to my collection!... Certainly a most UNIQUE construction toy vehicle!



I think DINKY TOYS has always made some of the most unique and fun BUS models, and another favorite of mine is this handsome VEGA MAJOR coach, from the DINKY SUPERTOYS line, made in England.....I remember seeing a REAL one of these unusual looking buses when in England some years back...it has huge windows, so an excellent touring coach. My model has working battery operated side flashing lights, suspension, opening rear engine cover, and full interior. ..made 1964-73..later models did not have the working lights.



This fully diecast Chevy "Mercy Hospital" (Portland, ME) 1/43 van was sitting behind the admissions desk when I came into the Maine Classic Car Museum for a visit in Arundel, ME...and the model was in two pieces as the front was separated off from rear just behind spare tire...it was only one they had so the guy said if I wanted it for \$2, it was mine, and when home, as you can see, with a little epoxy, the model looks good as newsomeday I'll call that hospital to find out history of this nice model!the hood opens, and it has full interior...must have been used as some sort of fundraiser for that hospital...can't find any on EBay...



I pulled this 2022 1st Gear model from my collection to show this month, just because this is a truck I see everywhere here in Maryland, and probably you do too in Virginia, but THIS year, as soon as I got into NEW ENGLAND, as I travel through Connecticut (where I spend the night in Danbury, halfway of trip to Maine), Massachusetts, and New Hampshire...these A. Duie Pyle trucks from West Chester, Pa., were EVERYWHERE on the roads, and again almost every truck this year I saw on the MAINE TURNPIKE..was an A. Duie Pyle! They are really dominating the New England freight business it seems now, as next are MIDLAND and SUNBURY from Canada, and Old Dominican Freight trucks from North Carolina was maybe 4th most trucks I saw this year up in New England...never saw sooo many of these A Duie Pyle rigs in New England as I saw THIS August! Seemed like everywhere I drove up there, I passed one of these PYLE rigs! That freight company is now 100 years old!



I always like to collect HARIBO candy trucks from Germany...and there are MANY out there!..Just found this promotional set in HO scale on EBay...I like the delicious candy they make!



And to finish this moth, another German HO promotional, one of over 14,000 listed in my reference book...this LIDL/Landliebe Yogurt truck is mostly METAL, and was on EBay a few weeks ago in Canada..I just like these little advertising trucks from Germany...to think there are over 14,000 different ones out there!



OAST-Fred Fravel

I did bid on a couple of items in the Lloyd Ralston August auction, and won this lot. Two diecast Alfa Romeo models by Togi. For those not familiar, Togi started making diecast toys in Italy in the mid-1950's, and the first reproductions of actual cars were these two, a 1959 Alfa Romeo Giulietta Sprint and an Alfa Romeo 159 Formula one car (representing a 1951 GP car). Both models are in the odd scale of 1/23, as are all Togis. The Giulietta coupe was the first model, actually not appearing until 1962. It's toy-like, with the proportions a bit off of scale. It's very solid, and the front wheels steer (sort of). This model is the second version, which has an interior, side trim and wheels that are more in scale than the original. The race car is more in proportion, a very nice model. Unfortunately, neither example I have is boxed. The source for this information is online at Model Auto Review:

<https://www.maronline.org.uk/togi-history-part-ii/>







OAST-Bob Short

Goldvarg, supposedly available in October: 1957 Oldsmobile



Prototype Lincoln:



1. 1/64 1977 Ford F250 4x4 pickup. This is Greenlight but more detailed than the usual offerings in this casting.



Photo from Amazon.

2. 1/64 1953 Mack B-61 tractor by Ixo from a new line of 1/64 trucks they are producing . Very nice.



“It’s GOT to be GOOD!” ...that’s BORDEN’S!

By Doug Campbell

Most of our members are at what I might call “advancing age” and surely remember sometime growing up enjoying a product or two from BORDEN’S...whether it be a dairy product or one of the many, many food products made under BORDEN’S ownership some years ago. And there are dozens and dozens, of toy BORDEN’S trucks out there to collect too!

Borden Dairy was founded in 1857 by Gail Borden, Jr. in Connecticut. In 1856 they invented a process for condensing milk and later supplied the Union Army in the Civil War with their condensed milk. The first plant opened in 1861, and in 1885, Borden’s was the first dairy to supply milk in GLASS bottles!

Many of us probably remember BORDEN’S for its iconic advertising trademark...or “spokes-cow”....the famous ELSIE THE COW, first used in 1936 by the company.

Today, Borden’s is still in business after undergoing two bankruptcies, and is headquartered in Dallas, Texas. They operate numerous plants and branches all across the U.S.A at present, and some years back BORDEN’S expanded the company well beyond just DAIRY products...going into many food divisions, and others...such Cracker Jack, Wise Foods, Borden’s Glues, and many of those old Borden’s divisions are represented on MANY old WINROSS truck issues, used in numerous corporate promotional programs... and along with so many other toy miniature BORDEN vehicles...that firm always had close ties to our own collecting hobby! It’s late tonight as I’m writing, so I’ll just show a few Borden’s related models from my collection... to represent their long and DELICIOUS history! Happy Collecting!

Just a few years ago, MINI-METALS(China) issued this attractive and most realistic Borden’s home delivery milk truck based on their nice International METRO van casting. The tiny little left side silver mirror was supplied with the model and had to be attached by the buyer!



This tiny HO scale metal DIVCO truck with its nice milkman figure included, was issued by American Heritage Models(China), and back in the 1950-60's period, Borden's had a LARGE fleet of these wonderful snub-nose DIVCOS on the streets of America doing home delivery on so many early morning routes when your friendly MILKMAN came-a-callen'!



Probably the rarest (& maybe my most expensive to acquire over the years!!) model in my collection is this 1930's heavy steel STEELCRAFT (St.Louis, USA) promotional truck was used by our very local (and truly most delicious ice cream) HENDLER'S ICE CREAM Company, that in the 1960's was purchased by BORDEN'S who dropped the HENDLER name and changed the products to the Borden's logo and lessened the quality, so in just a few years in business, the Borden plant was closed here...as Baltimore was only loyal to Hendler's! My model might look in rather rough condition, but decals are all there, intact, on all 3 sides, and after sitting up about 25 years ago all night bidding against a West Coast buyer, in a toy auction, the local auctioneer called me in the morning and told me it is the rarest toy truck he ever sold, and had thought about keeping it himself...as another example has still never seemed to have turned up, but STEELCRAFT had a sales rep come into town in the 30's and a few local firms ordered trucks, so it is an actual production model but was probably very, very limited to Hendler's corporate use. Hendler's used that little "Keupie" kid as their trademark. In childhood, I loved Hendler's Ice Cream, and they had a close tie to my Pharmacy profession, so it's the model truck I MOST treasure today!



Here's two actual old 1940's-50's HENDLER ice cream cartons in my collection...many products/flavors came in these little 1-pint boxes.



A number of years ago I was at a local Offer's Auction, and was fortunate to win a few of these HAND-DRAWN /HAND-COLORED pictures which used to hang in the old HENDLER creamery offices on Baltimore Street! Borden's probably thankfully didn't destroy them when they took over the HENDLER offices and factory!



I just won this truly RARE private promotional MACK B-Line (1940's style cab) BORDEN'S tanker , by Tootsietoy of Chicago, Illinois....from our late club member Jeff Gurski's collection, which was in the recent Lloyd Ralston Auction. It's in mint condition, and listed in my references as a very rare to find Tootsietoy private promotional model.



This was one of the first of many, WINROSS TRUCKS issued to Borden's....a White 5000 milk tanker with the little soft plastic side ladders that soon caused Winross headaches with the child safety laws, so they changed the ladders to sturdy metal ones that couldn't easily be removed....and eventually stopped putting ladders on tankers at all! The spare tire under the tanker was another feature soon dropped from any future production due to child safety laws, even though these were no longer issued as TOY models, but rather marketed as promotional advertising items!



A Visit to the Late Great Mullin Museum: 2011

By John Goodman

I visited the Mullin Museum in Los Angeles on a trip to California in 2011, and these are the photos of things that struck me. I have a variety of auto interests, more in the vein of rods and customs. Most of the Club members may know me through Warren Miller, my late friend. I don't have detailed notes on these cars, but wanted to share them with the Club—I sent Fred CD's with many, many car photos, so you may see more in the future.

The Mullin Museum was opened by Peter Mullin in 2010, and it featured French and Italian cars from the '30's and '40's, particularly Bugatti, Delage, Delahaye, Hispano-Suiza, Voisin and similar cars. These are only a few of the cars that were there, and the pictures are dark because the museum was dark with lights focused on the cars. The museum unfortunately closed in 2024 and the collection disbursed.

1938 HISPANO SUIZA DUBONNET XENIA

COACHBUILDER: Jacques Saoutchik

The dramatically streamlined bodywork done by Jacques Saoutchik shares many aerodynamic features with aircraft.

CHASSIS #: 103

OWNERSHIP HISTORY:

1938-: This car has had many illustrious owners from the world of car design and collecting: Andre Dubonnet, Jacques Saoutchik, Alain Balleret, and Charles Morse.
1939 – 1946: The car was stored during WWII and resurfaced in 1946.

The automobile is now owned by the Peter Mullin Automotive Museum Foundation.

HISTORY:

This concept car was the creation of Andre Dubonnet, heir to the Dubonnet aperitif business, successful race car driver and WWI fighter pilot. He named the car in honor of his first wife, Xenia. Of note is the patented independent suspension which he designed for this car and was later licensed to General Motors.

AWARDS:

- 2000: Pebble Beach Concours - Most Elegant Closed Car
- 2001: Amelia Island Concours - Best in Show
- 2001: Meadowbrook - Engineering Excellence Award
- 2001: Greenwich Concours - Best in Show, Most Outstanding French Car
- 2005: Pasadena Art Center - Student Choice Award
- 2008: Rodeo Concours - Best in Show
- 2009: Goodwood Festival of Speed, Best in Show





1925 Bugatti Type 25 Brescia race car recovered from Lake Maggiore, Switzerland in 2009, purchased by Peter Mullin at auction and kept in "as found" condition.



BUGATTI EB 18/3 CHIRON

The Bugatti 18/3 Chiron, named after one of the most famous and successful Bugatti racing drivers of all time, Louis Chiron was the third Bugatti concept show car – a mid-engine super sports car designed and developed by Italdesign. The car launched at the Frankfurt Motor Show in 1999 and again featured the same W-18 engine found in the EB 118 and EB 218 concept cars. This car produced 555 horsepower and accelerated from 0-60 mph in less than five seconds, with a top speed of 190 mph. The direct injection engine had a displacement of 6.3 liters and four valves per cylinder giving it 72 valves.

Subtle details of the Chiron included eight-spoke wheels, which were similar in design to the cast aluminum wheels first found on the Bugatti Type 35 in 1924. A fine center spine running over the car from stem to stern echoed the Bugatti Atlantic's famous design feature.

The Chiron's Monocoque was made of carbon fiber and the body panels Aluminum with an exterior color of Blue Côte d'Azur.

The interior of the car was very minimalistic, covered in Blu Pacifico (blue) and Sabbia (brown) leather. The center console was finished in engine-turned Aluminum accents and featured a removable watch on the passenger side.





BUGATTI CARRIAGES

COACHBUILDER: Ettore Bugatti

OWNERSHIP HISTORY:

Circa 1930s: This is one of three carriages are believed to be originally created and owned by the Bugatti family. They were eventually sold to the Delierre family.

2008: Peter Mullin purchased the carriages in 2008.

This carriage is now owned by the Mullin Automotive Museum.

HISTORY:

The three carriages are some of the inventive projects undertaken by Ettore Bugatti. Ettore was an avid horse lover and had stables at his home in Molsheim. These horse drawn carriages were intended to be used on the estate and for short trips with family members and friends as passengers.

1994 BUGATTI EB110 SS COUPE

COACHBUILDER: Marcello Gandini for Bugatti Automobili SpA
The SS version has a cockpit controlled adjustable booster system. The body is all carbon fiber, complete with a carbon tub. Many of its internal parts are made of titanium or magnesium for weight reduction.

CHASSIS #: ZA98B02EORCD39022

OWNERSHIP HISTORY:

This automobile is now owned by the Mullin Automotive Museum.

HISTORY:

The EB110 was named after Ettore Bugatti and launched in 1991 on what would have been his 110th birthday. The SS version is the lighter, faster version of the EB110.



THE MILLION FRANC
1937 DELAHAYE TYPE 145 V12 GRAND PRIX

COACHBUILDER: Factory
CHASSIS #: 48771

OWNERSHIP HISTORY:
1938: After extensive research this car was discovered to be the "million franc" prize race car driven by Rene Dreyfus who won the Grand Prix de Pau in 1938. The "Prix du Million" was an effort by the French government to induce French automobile manufacturers to develop a car that would beat the Germans who dominated racing at the time. The prize was a million francs.

When World War II broke out the car was disassembled and hidden from the invading Germans. After it was reassembled the identity of the car was lost.

1993: This car was purchased by Jim Hull and Peter Mullin. Subsequent research revealed this particular car was the Million Franc Delahaye. The announcement of the cars fascinating past was made by Peter Mullin at the 2006 Pebble Beach Concours d'Elegance.

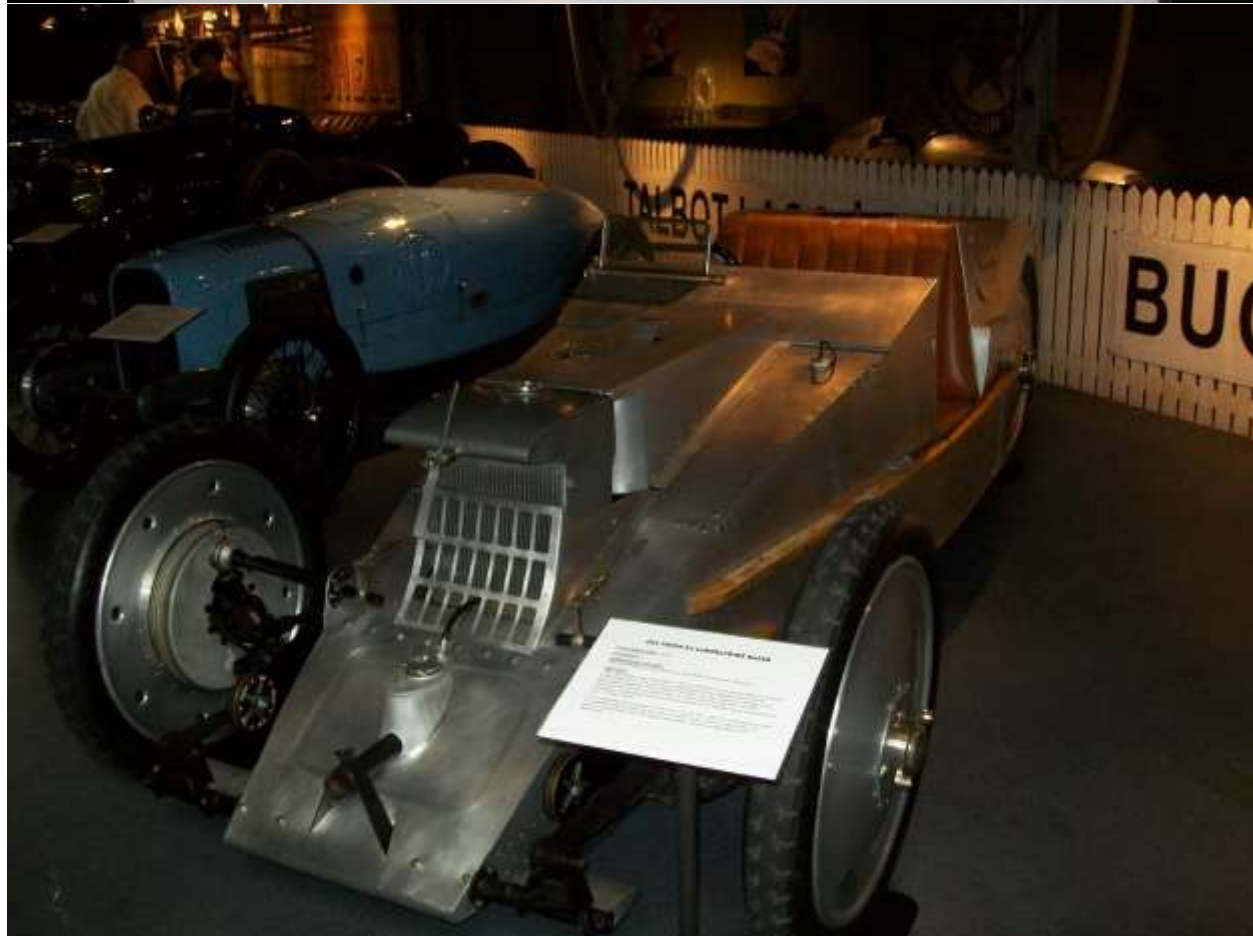
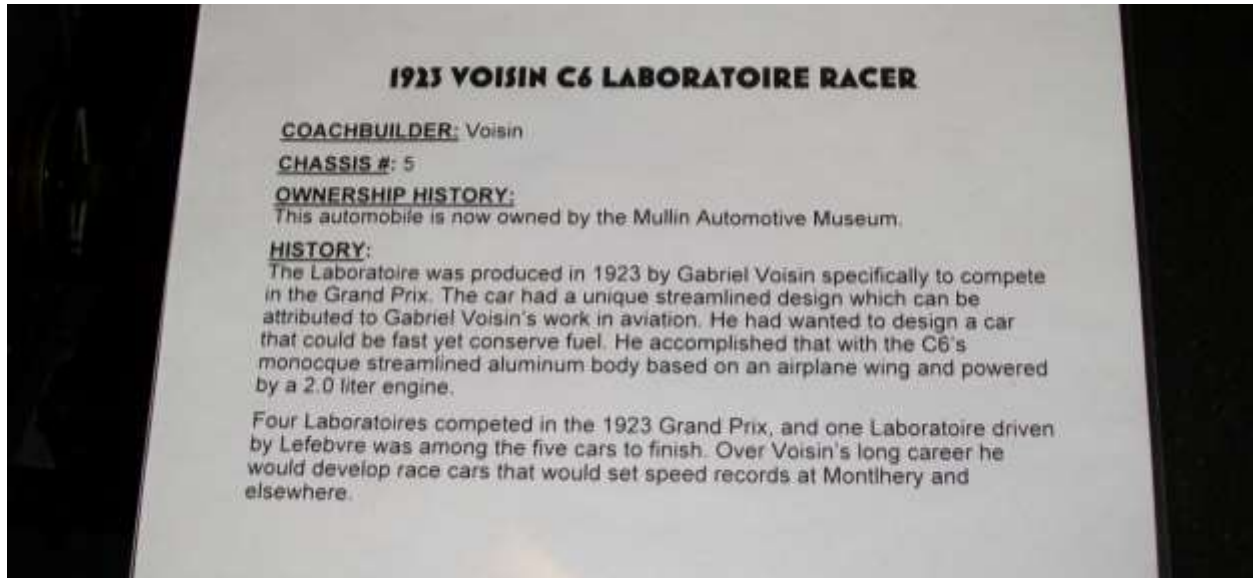
This automobile is now owned by the Mullin Automotive Museum.

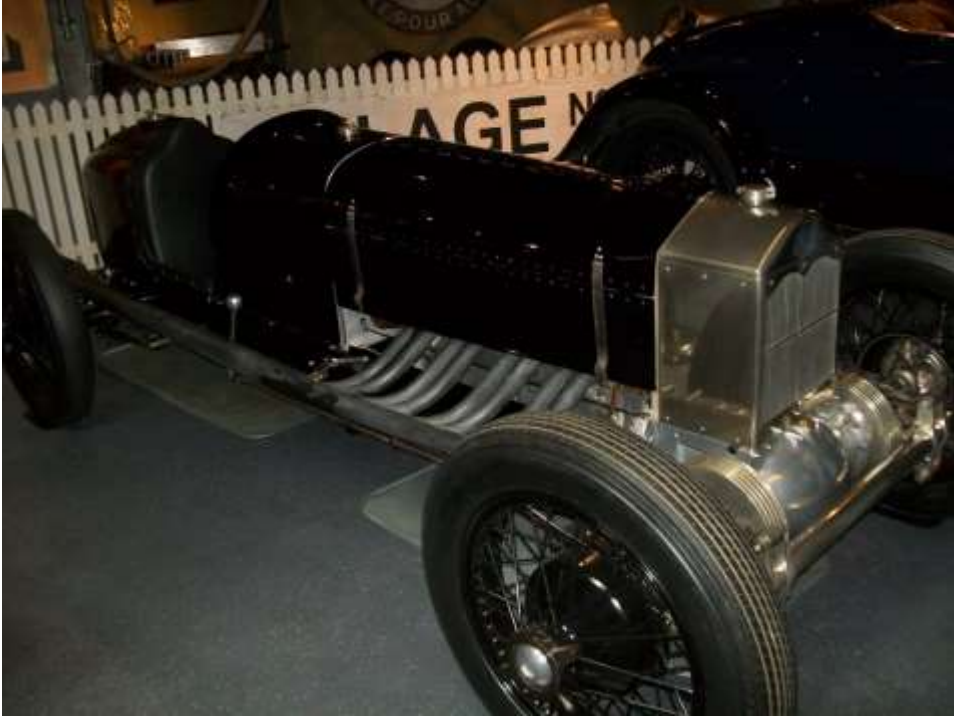
AWARDS:

- 1938:** *Grand Prix de Pau*, Driver: Rene Dreyfus.
- Grand Prix de Cork*, 1st place.
- Mille Miglia*, 4th place.
- 1995:** *Beverly Hills Concours d'Elegance*, 1st Place.
- Dallas Concours d'Elegance*, Chairman Trophy.
- 1999:** *Newport Beach Concours d'Elegance*, 1st in Class.









COACHBUILDER: O. Uhlik

CHASSIS #: 5422033

OWNERSHIP HISTORY:

1930s-: This Type 54 was sold to Prince George Christian Lobkowitz. He was killed in the car in Avus in 1932. The remnants of the car, bent frame and all, were sold to Czech race driver Zdenek Pohl. Pohl removed the Spartan 2-seater Grand Prix body and commissioned a luxurious roadster.

It was later owned by Skip Berg and then sold to Peter Mullin.

This automobile is now owned by the Mullin Automotive Museum.

HISTORY:

In 1932, a Type 54 set the world's "one hour record for speed" at Avus with an average of 132.87 miles per hour.

AWARDS:

1990: *Newport Beach Concours d'Elegance, Best of Show.*

1991: *Pebble Beach Concours d'Elegance, Best of Class.*

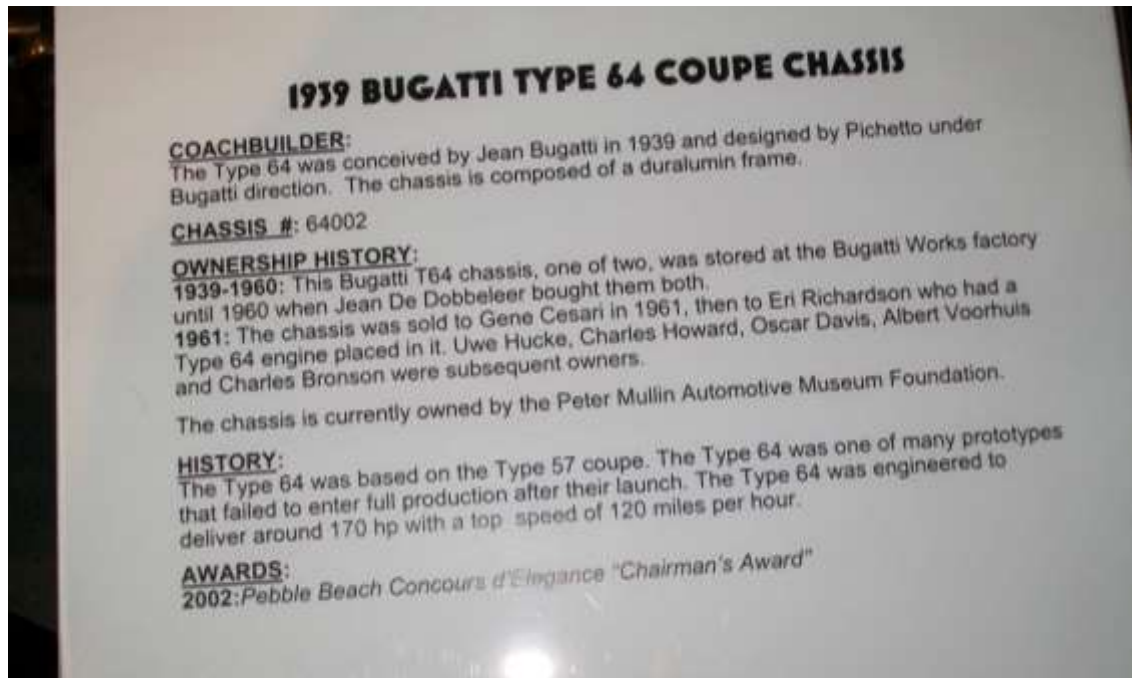
1999: *Newport Beach Concours d'Elegance, First in Class.*

2010: *Fairfield County Concours (CT) - Best in Show - Foreign*

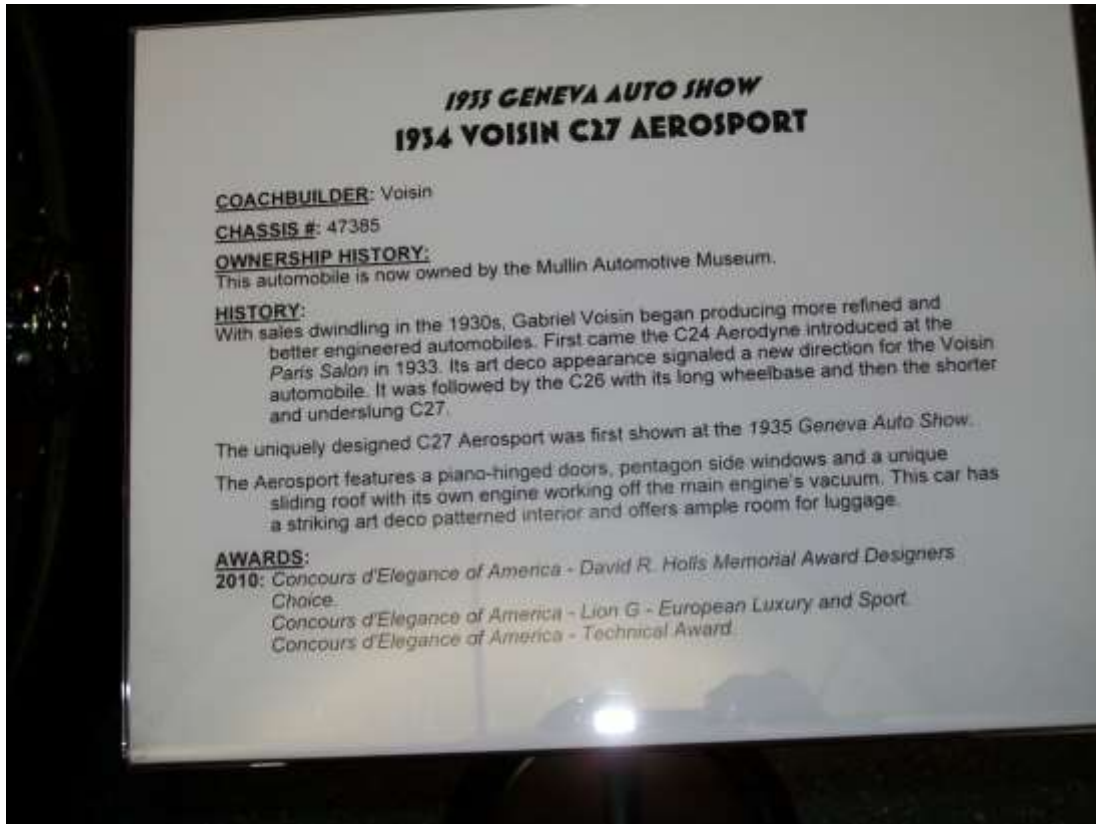


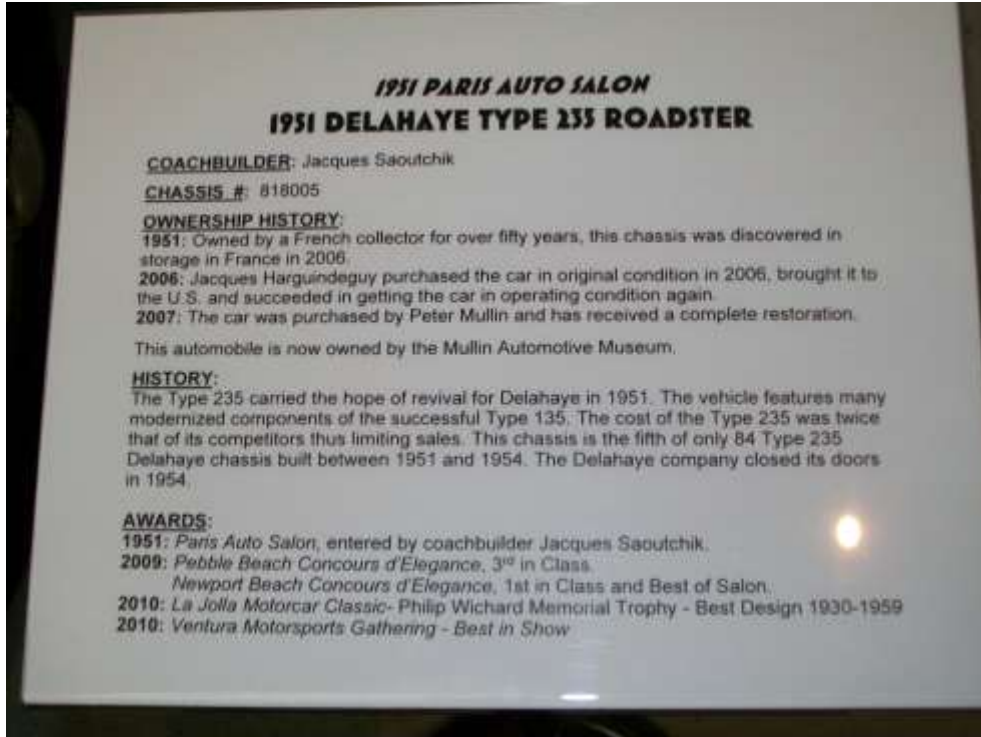












1938 TALBOT LAGO T150CS "GOUTTE D'EAU"

COACHBUILDER: Figoni & Falaschi

CHASSIS #: 90106

OWNERSHIP HISTORY:

1938: This was car originally ordered by Woolf Barnato, a well known 1930s playboy, race car driver and financier.

1950s: The car was brought to the U.S. by Otto Zipper in the 1950s and subsequently displayed at the Cunningham Museum. It was then sold to Peter Giddings and resold to John Calley, president of Warner Bros.

1980s: It was sold to Pat Hart who undertook a 10 year restoration

1991: Peter Mullin purchased the car and completed the restoration.

The automobile is now owned by the Peter Mullin Automotive Museum Foundation.

AWARDS:

1990: *Pebble Beach Concours d'Elegance*, Most Elegant Car.

2000: *Pebble Beach Concours d'Elegance*, 1st in Class, Best Teardrop in the World.

2001: *European Concours d'Elegance*, 1st in Class, Best of Show, Peoples Choice Award and Most Elegant Car.





