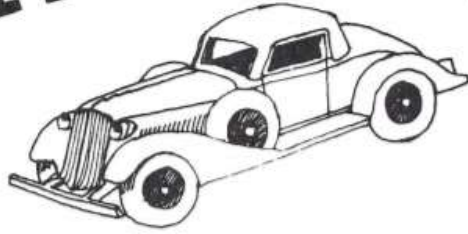


# CAPITOL MINIATURE AUTO COLLECTORS CLUB



**MAY 2026: NEXT MEETING-TBD**

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

- **TJ's Diecast Toys, (Jack's show) 1/64 Show, Sunday May 17 Outdoor at Jack's shop.**

### **Schedule for the rest of 2026: Northern Virginia Diecast Collectors monthly meets:**

#### **Outdoor/TJ's Diecast Toys**

- **April 19th, May 17th, June 14th, July 12th, August 9th, September 13th.**

#### **Indoor/Vienna Firehouse**

- **October 11th, November 8th, December 13th.**

## **Editor's Corner**

First of all, apologies for the late arrival of this issue. We had a lot of CMACC activity in April and May, and it takes me a lot of time to write up our Minutes—also I have had a lot at work.

Second--a lot of thanks! To Bob and Linda Short for hosting the April meeting, and to Harold and Todd for setting up the May meeting with our guest speaker and his car! To Richard Rothenberger for bringing out his fabulous Cunningham C2R (full-scale) for the Club to see! And finally to our contributors to the CMACC Journal.

Bill Patton had previously offered to host the June meeting but he is unable to, and I would do June but g. I cannot do a Saturday in June. Sunday is a possibility, but I know we have several members with church obligations. I wanted to float the idea of a weekday meeting during the day as most of us are retired or work flexible schedules. My wife's quilt group made such a move a few years ago when they all retired—they meet once a month on a Thursday. Let me know what you think.

On a serious note—Doug forwarded a release from Model Auto Review that they were shutting down their wonderful online magazine because they are being sued for copyright infringement. A lawyer contacted them suing for thousands in Euros over a photo that was published years ago and promptly taken down. But MAR is not a business, has no income, and copyright is all held by the authors of the articles. This is a huge loss to the hobby, and 1,300 of us will miss this link. But it brings up an issue about our Journal. Roger Hirschland (the professional editor) was always very concerned about a possibility like this, and he was very stringent about not publishing things that could be considered as under copyright unless very careful to provide attribution. Even then, he was reluctant--members have many times sent him (and later me) articles from other publications, or material from websites, etc. wanting me to include it in the newsletter, but I have to refuse republication but I will include a note saying here is the publication or the website, member so and so thinks this is worth a look, I am concerned that a lawyer looking could probably find

things like this in our newsletter, though I have been told that since this is not a publicly available publication but a limited circulation private document among club members I shouldn't be concerned. But since we are not incorporated, have no officers, our "membership" list is kind of loose, and I believe people forward the newsletter to others, I am not sure if a lawyer could say this is a publication. For the record, this is a Club newsletter with limited circulation to Club members and friends of the Club.

On the tariff front, I really don't know what the situation is. I received a BBR model, and DHL wouldn't deliver until I paid them a tariff and their fee for billing me for the tariff, together they came to about 20% of the value of the model (made in China, shipped from Italy). I am expecting another Fedex bill—wait, shouldn't I be getting tariff refunds? I still believe in Santa Claus, right....

Again, thanks to all the contributors, and as Doug says, Happy Collecting!

Fred

## Letter to the Editor

Linda and I traveled to the Matchbox and More Toy Show in Lebanon Pennsylvania on Saturday, April 25th. After some shopping in Harrisburg we checked into our hotel , ate dinner then went to the LeBanon Expo Center to set up.

Of course as soon as we started to unload , the rains came down and along with the mid 40s temperatures made for a wet miserable experience.

Sunday ,the crowd was decent and we had fairly good sales but not yet at the level we had attained when the show was at the AACA Museum in Hershey.

It's always good to see old friends who are vendors as well as regular customers. All in all many vendors were much happier this time than the fall show in September 2025.

Of course old CMACC friend Doug Campbell was there ,always good to see and speak to Doug.

I made a few purchases of Matchbox and other small scale models but overall I did not spend much which is probably a positive thing! I believe this was the 5th time this show has been at this venue and it is improving but it is obvious that a change in venue can have an impact on the overall event.

Bob Short

# Minutes of the CMACC Meeting of April 18, 2026

## By Fred Fravel

Bob and Linda Short hosted the CMACC at their home in Waldorf, Maryland. Members and guests attending included our hosts, Carol Blevins, Harold Blevins Todd Blevins, Jim Brostrom, yours truly and Josh Pinho. The meeting commenced shortly after 11 am. Lunch included meatball subs, the foot-long hotdogs, sides—and cookies and brownies for dessert.

Harold provided a report on the previous week's show—128 people,, \$1,800 in tables and door, a positive result all around. Thanks to Jim, Harold, Todd and Jack for organizing and promoting the show.

### Once Around Show and Tell (OAST)

Jim Brostrom started our OAST by telling about his recent trip to Ireland, and then went back in time to his beginning as a CMACC member in 1991. He related that he had to wait nine years to become a member, and he could only join when Vaughn Holcombe moved to North Carolina. Charlie Wilding asked him to be his "legs" of the show, and a new career was born.



Jim's first model to share was the 1/43 1947 Cadillac Hearse created by Jeff Lane from a Motor City casting.



This model is one of 30, a special find. In addition, Jim brought a 1950 Pontiac convertible, top up, one of 10 models made in that configuration by Motor City.



Jim also showed a unique 1965 Rolls-Royce Silver Shadow pickup by ATC. Built to carry parts, etc. at the Rolls works in England?



Bob showed his recently acquired 1/43 TRAX 1948 Plymouth sedan, previously included in the newsletter.



He also had two built 1/25 scale kits from Ebay, a Subaru 360 and a Fiat 500.



Todd shared his sighting of a full-size McLaren Senna,. Harold told about one of the visitors at our show who has 451 Dinky Toys Centurion tanks.



I brought several (surprise) Alfa Romeos. One is a very limited production model of the 1991-94 Alfa Spider, known to the enthusiasts as a Type 4. The model is 1/43 scale, by Milena Rose of Paris, one of 50. The Ebay seller only recently changed his policy to ship to the United States, he still won't ship to Russia. The other model is a recently released Mitica 1/43 model of a 1977 Alfa Romeo A12 truck set up as a roll-on recovery vehicle. This one is intended to haul competition cars. So I brought a competition car, a 1/43 Minichamps model of an Alfa Romeo GTA 1300 Junior coupe set up for the track.

And then, a bus—the 1/87 scale Iconic Replicas model of the current Maryland MTA Nova Bus LFS transit bus serving the Baltimore area. Very good detail, too clean to be authentic. One last bus, a Buddy L Greyhound toy, \$4 at a junk shop in Philadelphia, I bought it because of the handmade "Philadelphia" head sign.

## **Program—Chrysler Cars of the Mid-Fifties (Especially '55-56 Plymouths!)**

Bob set the program theme around his large and growing specialty collection of '55-56 Plymouths (and other Chrysler cars). He got started collecting 1956 Jo-Han and Excel 1/25 models because of a sentimental connection to a car owned by his parents—and he couldn't stop. As he said himself, "...nothing we do is really explainable."

Bob let Jim start off the program with some GLM 1/43 Chryslers: a '56 Convertible, a '56 Imperial (a model of Jim Dern's actual car—Jim got from Bob Hooper), and then a '56 Plymouth Fury by Brooklin (slightly damaged).







Bob had many, many Chrysler cars from this era, in 1/25 scale and in 1/43. One was a Brooklin '55 Plymouth convertible, seen in last month's OAST. He had 21 1956 Plymouth models by Jo-Han and Ex-Cel, along with white metal Chryslers, Dodges, Desotos, Plymouths.







Motor City '55 Imperial

GLM '56 Chrysler



'56 Dodge D-500 Sierra Wagon by MK Miniatures



A Dinky Club of France (CDF) limited production based on the French Dinky '56 Plymouth with the top removed and an interior from the French Dinky '55 Chrysler.



A

Swedish squeeze toy, cool design...



Bob's first collectible toy/model, a Renwal plastic convertible.



The only Chrysler item I could find from that era was my Milton Bradley Test Driver game from 1957. It has a mat with a test track on it, and a timer. The players pulled little plastic Chrysler Corporation cars with a metal rivet on the front by using a stick with a string holding a magnet. On my game the cars are gone, but I still have the box and mat. But a great box design. With that we all spent some time looking at Bob's collection and his latest display cases.

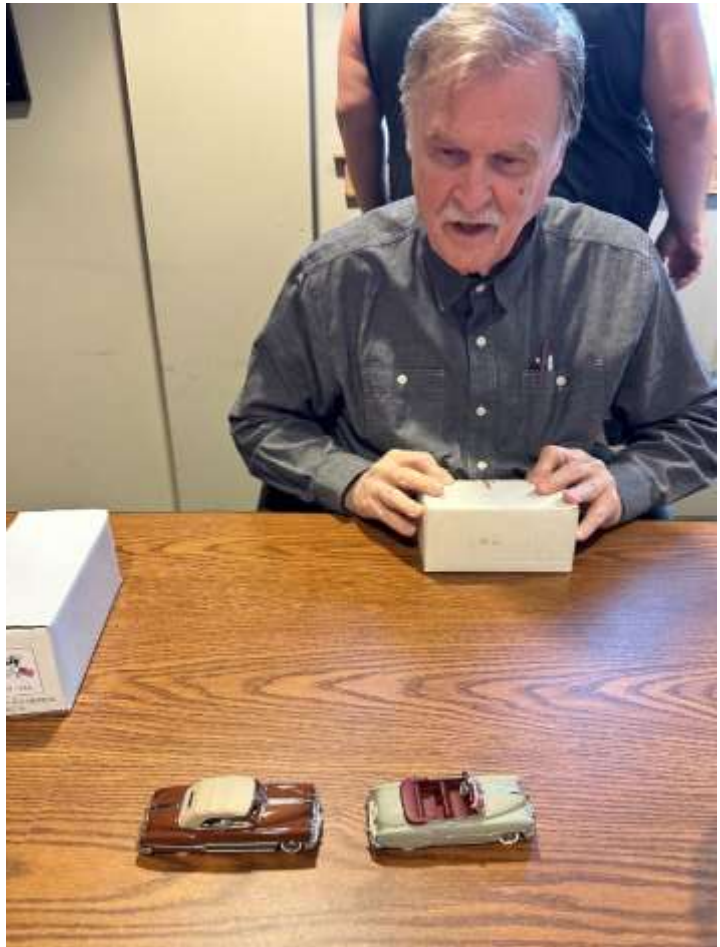


# MINUTES OF THE MAY 2 CMACC MEETING

The May meeting was held at the Vienna Firehouse, hosted by the Blevins family. Folks in attendance included Harold Blevins, Todd Blevins, Jim Brostrom, Bob Short, Marc Star, Dick Williams, and Jim Williamson (aka Jimbo). Carol and Paige were also in attendance at the beginning of the meeting. There were no business items, in part because it has only two weeks since the April meeting. So we started off with OAST. And Paige came and took orders for the lunch provided by our hosts—Vienna Inn hot dogs (your choice of options—chili, onions, cheese), potato salad, chips, sodas. And later dessert....

## Once Around, Show and Tell (OAST)

Jim Brostrom brought some of his finds from the Chicago show, including one of his “white whale” finds: the Motor City 1950 Pontiac with the top up, one of ten made—now the most expensive model in his collection. As a companion model, Jim brought a U.S.A. model of a 1951 Chevrolet convertible, also nicely done. He also had a 1949 Dodge Coronet woody wagon by Premium X, in green—a rare color.







In addition, Jim brought two 1935 Fords made by Mesquite Models (Jerry Ridick) from Rextoy 1935 Ford diecasts. One was a Limousine Hearse, and the Flower car (loaded with brush!).

Jim Williamson is now the owner of the red Corvette previously owned by Jeff and Nola Gurski, and it has reignited a Corvette passion in him that began when his uncle Ken bought a 1968 Corvette C3 when Jim was a child, and Jim remembers helping to wash it. Later, Jim bought his own Corvette (maybe there was more than one) Jeff's Corvette has been treated to fluids, tires, a new stereo with backup camera, etc. and is in the shop now for a redo of the seats Jim is working on reinstalling the "Built for Jeff and Nola Gurski" dash plaque. The Corvette has awakened a collecting bug, and Jim brought a number of his new model Corvette acquisitions.



The smallest model in front is a model of his orange and black C7 Corvette. The 1/18 models from American Muscle included the 2005 Nashville Commemorative Corvette, and a red 2003 like Jeff's car. In 1/64 scale was the Anniversary set of C1 to C5 Corvettes, also by American Muscle. This seems to confirm Jim's membership in our car-collecting club!



Todd brought his latest acquisition, a Jeep pickup truck from Matchbox.



Bob Short brought a 1948 Diamond T truck, originally by Ertl, but with a custom coal delivery truck body, and a 1/25 scale 1964 Ford Falcon die-cast by IXO. He also had the very nice 1948 Plymouth from Trax of Australia.





Marc Star brought quite a show, including models of all the cars he has owned, plus some other unique items. Among the cars he has owned, he had models of many:

- First car—a 1966 Chevy Impala Convertible, Yellow, (model from AMT)
- A Triumph TR-6,
- 1974 Chevy Malibu Classic (model by Best of Show),
- 1981 Chevy Citation,
- 1987 Honda Civic Hatchback (model by First 43),
- 1967 Lotus Elan Plus 2 (by Oxford Models) and a
- 1/32 scale 2011 Honda CRV.

Marc also brought some large scale finds from a series I had never seen before—from Meccano Triang, but large—maybe even larger than 1/18, not sure. They have friction motors. The Bentley Continental has steering, and the dash is molded so that it could be right- or left-hand drive!



Another large scale find was from France, a Matra 630, by Meccano Tri-Ang also.



Finally, Marc had a rare small model, an "Open Sports Car" from W. Horton (Toys and Games) Ltd, of England. Not sure about the make of car, not an MG, not a Singer, but maybe a .....



From Dick Williams we had a “once in blue moon” OAST that was not a police car, a 1/43 scale 1972 Buick Riviera, a partwork likely made by IXO. One of Dick’s favorite styles.



However, he also brought some emergency vehicles. A Brooklin model of a 1954 Kaiser Manhattan operated by the Ohio Highway Patrol, and a 1948 Ford F1 Brushfire truck operated by the Grottoes, Virginia Volunteer Fire Department. Dick says there actually is a place called Grottoes, Virginia. From Goldvarg Dick had the 1961 Chevy Biscayne two-door used by the Nassau County police, though Goldvarg “messed up the color on the roof”.



Photo Source: <https://www.goldvargcollection.com/>

He also had a Goldvarg 1961 Ohio Highway Patrol car—all black, no special roof colors.



Photo Source: <https://www.goldvargcollection.com/>

Dick also had photos of two "museum" finds at an antique store he visited. One was a model of the "Enola Gay", the B-29 that dropped the atomic bomb on Hiroshima. It was autographed by Paul Tibbets, the pilot on that mission, and accompanied by a "Certificate of Authenticity" and photo. Price: Autographed Enola Gay: \$1200



## Certificate of Authenticity

### B-29 Superfortress "Enola Gay"

Congratulations on your purchase of a scale display model of the B-29 Superfortress, "Enola Gay". Your model has been signed by a pilot who has played a major role in modern aviation, General Paul W. Tibbets, Jr. USAF (Ret).

Colonel Tibbets was solely responsible for the organization, training, and command of the world's first nuclear strike force. On the morning of August 6, 1945 Colonel Tibbets flew the Enola Gay into the future by dropping the world's first atomic bomb on Hiroshima, Japan.

Paul W. Tibbets, Jr. was born to Enola Gay and Paul W. Tibbets, Sr on February 23, 1915 in Quincy, Illinois. At the age of twelve while living in Florida he developed a love for flying when he flew for the first time to assist in an advertising stunt to promote Baby Ruth candy bars by dropping them attached to paper parachutes out of the plane to the people below. Paul attended Western Military Academy. He went on to attend the Universities of Florida and Cincinnati where he studied medicine. However, against the wishes of his parents, he made the choice to pursue his greatest interest- flying. On February 25, 1937 Paul enlisted as a flying cadet in the Army Air Corps. After a year of intense training he won his wings and was commissioned a 2<sup>nd</sup> Lieutenant. In February of 1942 he was given command of the 340<sup>th</sup> Bomb Squadron of the 97<sup>th</sup> Bombardment Group. From England he flew 25 missions in B-17s, leading the first American Flying Fortress raid against occupied Europe. In November of the same year he was called upon to fly Generals Eisenhower and Clark to the invasion of North Africa. They called him the best and most experienced four-engine pilot in the Air Corp. In North Africa Tibbets lead the first bombing missions in support of the invasion. In March 1943 he was returned to the U.S. to test and work out the problems with the all-new B-29. Then in September 1944 Paul was assigned to the Manhattan Project, a code name given to a program to develop the world's first atomic bomb. Within this program he was to organize and train a unit to deliver these weapons in combat, code named "Silverplate". He selected Wendover AAB, a former P-47 training base, to do his ultra secret training. On December 17, 1944 the 509<sup>th</sup> Composite Group was formed.

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His other find at that shop was an Arnold German WWII U-29 submarine. U-29: \$1800





I brought a Landsdowne Models 1972 Bristol 411 Series II in maroon metallic. This non-Alfa, non-bus purchase was motivated by binge watching (on Britbox) the British series “The Lynley Mysteries). In Season 1 Inspector Lynley drove a Jensen Interceptor, but in the following seasons he always drove his maroon Bristol 400 series. His girlfriend/fiancé/wife and his police partner were always giving him grief about it, either because it was old or because it was a “posh” car. While watching I looked on Ebay, and there was his car, in the correct color, all too easy to hit “Buy Now”.

Harold told the story of his first model auto show find, the Politoy's 532 Alfa Romeo Quattroruote Zagato. This is a model of a car made by Alfa Romeo with Zagato bodywork in 1965-67, as a of an Alfa 6C 1750 of the early 1930's, but using modern Guilia mechanicals. Only 92 were made. Politoy's made a red version and a yellow/tan version in 1/43, both with black fenders. Harold's first find was the red version, and he had always looked for the yellow/tan version, having finally found it he brought it to the meeting. The model is amazing, with steering, opening doors and hood, all in 1/43.

## Program: Cunningham

The program theme was Cunningham, and by extension other cars of the early 1950's that used Cadillac or Chrysler engines. The theme was chosen to complement our guest visitor/speaker, Richard Rothenburger of Vienna, Virginia—who brought his full-scale, original Cunningham C2R for us to see and hear.

Briggs Cunningham was an American sportsman (cars and yachts). After WWII he raced sports cars, and became dedicated to winning the LeMans 24-hour race in France with an American car and American drivers. His pursuit first hit the track in 1950 with two cars. One was a basically stock Cadillac 62 two-door, and the other was a Cadillac V-8 in a streamlined body built by Grumman—this large car was dubbed "Le Monstre" by the French. In 1950 the sedan placed 12<sup>th</sup> and Le Monstre placed 13<sup>th</sup>. I saw replica versions (I assume) of these two cars competing in the LeMans Classique races in July 2025, and bought models of them at shops at the track and I brought those for the program theme. In 1951 Cunningham returned to LeMans with a new car, the C2R, a sports racing car powered by the new Chrysler Hemi. See the separate article and photo spread about the full-size car!

Other members brought Cunningham models, not all of which I could fully document in the moment. Marc Star brought slot car versions of the Cunningham C4 and an Allard. I believe the C4 also had the Chrysler Hemi, and most Allards used the Cadillac V-8.



Harold brought several Cunningham models in 1/43. From Bizarre he had the 1953 LeMans C4RK coupe, the 1955 C6 R, and the 1951 C2 road car. From Top Model he had what appears to be the C4R.





**Harold's  
Birthday!  
Happy 78!**





# OAST-Once Around Show and Tell

## OAST- Doug Campbell

Sometimes, I wonder if I'm coming or going! Now I have a model that isn't sure either! Actually only one side of this REAL unusual Volkswagen T1 Recovery Bus actually drives, as the engine is under the rear half where it was originally covered by the sheet metal of another "driver's cab"! ...but it is an actual truck used by a service station in South Africa! Model by AUTOCULT of Germany- 1/43 scale...edition of only 333 models...model is packed with one of those "computer thingies" that has the 2025 Autocult catalog on it....which I'm not sure how to use! Autocult makes some UNUSUAL model vehicles for sure!



1950's toys just have a charm and appeal to me, as it was the era I grew up in and played with these toy trucks.... and just recently this was a find in a local antiques shop....made by Banner Toys of New Jersey, probably mid 1950's or so...it was part of a set of trucks in "Banner's Carnival Set"...this one a baseball game with spinner on side...the back game portion is made of tinfoil metal, and the cab and chassis are all plastic with rubber tires.



An unusual find in still another local antiques shop, as this is a model only sold at Toyota dealers in Japan(baseplate is molded as made for Toyota Motor Car Co.LTO.) & the Orient...in VERY heavy weight diecast 1:18 scale, it models a Toyota sedan that seemingly is only sold in the Orient, as the car model name on the trunk is written in Chinese, so I can't read it! Model is made in China, and has too many details to fully describe, but if it could be filled with gasoline, it looks real enough to run on the road! The ENTIRE motor is realistically reproduced! All doors, trunk and hood open( even a tiny molded oil dip stick is added!) and interior is fully detailed, not just molded from one piece plastic...even has very realistic seat belts and the side mirrors are adjustable! The front wheels steer, and the entire undercarriage is exactly detailed too. The antiques shop had this truly extraordinary model priced at only \$20, in mint condition, and I'm sure even in Japan it sold for many times that price at the dealer's showrooms!



At a recent Randy's Auction (formally "Harry's" Auctions) in Leola , Pa. , as prices at his live auctions often go sooo cheap...i bid and won each of these 3 trays of mint condition assorted Lledos , Corgi, LoneStar,Solido, Matchbox, etc. at the huge price of \$3.00 per tray! What fun I always have at his auctions!



Included in one of those \$3.00 trays in the auction shown in last photo...was this rather heavy cast metal "DG Models" from England, who used to reproduce old Dinky models. It is a completely cast vintage British delivery van in bare cast metal, so I added the cut gold labels from a local bakery here in Baltimore that just went out of business after 103 years!..just to add some character to my model! A charming VERY HEAVY metal casting that probably cost well over \$30 when it was originally sold probably in the 1990's era in Britain.



At the huge 4/26 toy show in Lebanon, Pa., when I stopped by Kiddie Kar Collectibles (Blandon, Pa.) booth to pick up my Matchbox order, I found they are now stocking the large line of MAJORETTE Models, that originally were made in France starting in the 1960's or so, and now are owned by Dickie of Germany and are manufactured in Thailand now...Majorette has gone through a few USA importers over the years and hasn't been available here for some time, but again they have a new USA importer/distributor, and along with Kiddie Kar, they will again I'm sure be seen at Target and Walmart toy departments. These were the 3 that I purchased at the show, as I like trucks, but the current line includes many, many automobiles too!



My most exciting find at the Lebanon toy show...a HESS truck I had actually never seen "in the flesh" before, but had heard years ago that it existed...it is a variation of the 1997 Hess truck & race cars for that year..it seems Leon Hess (CEO of Hess Oil at the time) had about 200 or less of these especially made for him, and he took them at his visit to the New York Stock Exchange in a van carrying the trucks, with some other cars(which I'm told that day he received a large parking fine for illegally parking his caravan in front of the Stock Exchange!), and distributed these special "Hess Corporation" trucks with little racers that read on sides AHC (Amarada Hess Corp) and other has just HES on doors(why?), to members of the NY Stock Exchange that day at some kind of ceremony. A bold Hess friend who had a special boxed duplicate of this model in his own collection, sold me this one at a bargain price at the show....it has to be one of the most rare Hess issues! (The sides of the normal truck & race cars issue have "Hess gasolene" on their sides..Mr Barber- the creator of Hess toys, especially made these in China just for Leon Hess!)



At the Spring York , Pa. TCA(Train Collectors Association) show, as usual I always come home with MANY new treasures! A dealer there had just bought a HUGE collection of these little HO scale German plastic vehicles, (in fact he had a few HUNDRED on his many tables!), so I chose the ones shown above for my collection....the rear left Goggomobil postal van set was sold only in German Post offices - made by Wiking and came packed with a nice Goggomobil truck poster too...the rear right is one of the German advertising promotional models...the little Wiking garage in front right is a very rare early Wiking issue, made in Berlin. York TCA show always is STILL so full of unusual model finds!



A rare "E-Bay" bargain find from the 1960's era..this heavy STEEL International 1600 delivery van by ERTL TOYS of Dyersville, Iowa (was then of course entirely USA made!) still has perfect working metal lift gate at rear...model not mint but darn nice! These old International Ertl STEEL trucks are quite hard to find in decent condition today , as most were well played with in early sand piles by kids , as they were made just as PLAYTOYS! Amazing to find the van side decals in such perfect condition too! Yes, Ertl even molded a driver in the cab! Truck is about 14" long.



Another wonderful find at the recent York TCA model train show...this is a completely mint condition FRENCH made Majorette model set- with a nice police car with opening doors, and unusual Land Rover RADAR unit, and a most interesting NASA (wonder if those authentic. logos were authorized by NASA??) labeled /painted "Freightliner" rocket semi.



I usually come home from York TCA with some sort of a new model building for display, and at the recent April show, I once again purchased a building from Bob Blakey, who runs his business as "City Seen Buildings" from Connecticut. He makes these charming buildings as a hobby while watching TV in the evenings! I've displayed this WOOLWORTHS five & dime store with my old 1950's tin truck that Woolworth's used to sell in the 50's in their toy departments! Good memories of shopping at the old wonderful five and dimes!



At the recent Lebanon toy show, I only saw one dealer with about a dozen new TOMICA(Japan-made in Vietnam) models on his table...and this little strange SUBARU SAMBAR Cake truck caught my eye...a plastic BIRTHDAY CAKE is mounted on the rear platform, and it is covered with that little plastic cover shown behind the model . I always seem to like to collect the unusual!



## OAST-Fred Fravel

Well, I got enthused about Cunningham cars after the program and visit, and so I went looking for a model of the Cunningham C2R like the one that Richard Rothenberger brought to our meeting. And I found this Bizarre model of a C2R very similar to Rothenbergers—except it has bumpers, the interior is red, and it has wire wheels. But something neat to put with my 1950 Cadillac DeVille and Le Monstre.



# OAST-Bob Short

1/24 Ixo 1964 Ford Falcon and 1952 Ford F-1 pickup . Both very well done for inexpensive models



# 1951 Cunningham—The Rothenberger Car

Briggs Cunningham was a wealthy sportsman with the idea that an American car with an American driver should win the LeMans 24 hour race, and in 1950 he raced two cars there: a 1950 Series 62 Coupe de Ville, and a Grumman aircraft bodied car with the Cadillac V-8, dubbed Le Monstre by the French. I think the stock car came in 12<sup>th</sup> overall, and Le Monstre 13<sup>th</sup>. I got to see them (well, replica versions) race at the LeMans Classique race in the summer of 2024. In 1951 Cunningham returned to LeMans with a new car, the C2R, a sports racing car powered by the new Chrysler Hemi, but with four carbs mounted on Cunningham's own manifold. Three cars were entered in the race, a fourth backup car was built. This is the car that Cunningham sold to the family of Richard Rothenberger, that we got to see. It has been in the family, passed down, since 1951. More details are at:

<https://www.autoweek.com/news/a2068796/1951-cunningham-c2r-one-owner-hemi/>



Rothenberger arrives...



Harold and Todd hear the car...



Aston checks it out...



The crowd arrives....



Look at that...





With the special Briggs Cunningham cast intake manifold....



Deserves better than water...











24-hour clock, in front of the driver.











## **Matchbox King Size Cars**

**By Robin Godwin**

One always thinks small scale when we think of Matchbox Toys. Of course, larger Matchbox King Size and Super Kings came along in the 60s, mostly featuring construction models. King Size cars came in the late 60s. These were Dinky/Corgi sized cars and were probably initially launched as a counter to both Dinky and Corgis earlier moves into Matchbox sized vehicles with Mini-Dinky and Husky (later Corgi Juniors). Similar to Corgi and Dinky, Matchbox made the King Size cars to an average size, not a consistent scale.

But Matchbox was late to enter the larger scale car market. By then, operating features were *de rigueur*. What also happened around the same time was Mattel Hot Wheels. Accordingly, early "regular wheel" King Size models were quickly converted to a "Superfast" configuration, and a more toylike appearance. Only five cars were issued with regular wheels before the wholesale conversion to Superfast began. Apparently, Lesney was after international markets as there were no British cars.



*In order of issue, left to right: K-6 Mercedes Benz Binz Ambulance 1:45 (1967), K-21 Mercury Cougar 1:40 (1968), K-22 Dodge Charger 1:48 (1969), K-23 Mercury Police Commuter 1:50 (1969), K-24 Lamborghini Miura 1:43 (1969). Scales were not indicated in US catalogues, but were printed in International issues. All but the Charger were also issued in the smaller 1 – 75 range around the same time with pre-Superfast regular wheels. The smaller Charger only came with Superfast wheels. The Mercury Police was just a regular civilian wagon in the small range*

All of the cars came with opening features of some sort along with the Lesney patented "True-Guide" steering. This was similar to Corgis steering mechanism in that it was self-centering, but without the front suspension. Where opening doors appear, they are licensed from patent holder Solido of France (as indicated on the boxes). All five models are otherwise fairly basic castings with headlights in plated metal either as part of the base casting or attached to the bumper, and no taillight painting. Lesney indicates suspension on the boxes and in the catalogues, but doesn't stipulate that it is rear axle only. Three of the five models have oversize and poorly placed plastic tow hooks that are extensions of the plastic interiors.

The first car appearance was the K-6 Mercedes Benz Binz Ambulance to 1/45 scale, and I wrote about this model some years ago.



*The K-6 ambulance features opening front doors and tailgate, and a removable stretcher with patient. Rear side door panel and equipment access panel gaps are (curiously) cast proud rather than indented. Waterslide decals complete the trim. Front bumper/grill/headlights are cast as a single separate piece, and the rear bumper is also separate. The base is black*



*The K-21 Mercury Cougar captured the lines well, although the waist and barge lines on the opening doors don't align perfectly with the body lines. They also cast in a B-pillar that shouldn't be there, but left out the quarter window on the door. The other non-opening panel gaps are indented. Scale given by Lesney is 1:40 but a rough wheelbase check indicates more like 1:49 scale. The tow hook is poorly designed – an extension of the interior casting, it exits the rear above the bumper and spoils the looks somewhat. The base is plated and includes the rear bumper, but the front grill/lighting casting is a separate insert*



*The 2<sup>nd</sup> generation Charger from 1968 onward. I think Lesney captured the lines reasonably well but the model looks like it sits a bit high. There are no quarter windows on the opening doors and, correctly this time, no B-pillar. This is a bit of a rough casting with mold release lines intercepting clumsily with a subtle mid body full-length crease. The opening doors are also a “less-than-perfect” fit. Lesney gives the scale as 1:48, but I make it just over 1:49 using wheelbase measurements. Not visible is the oversize tow hook in light blue plastic*



*K-23. The nasty stick-on labels are fictitious, and those look more like truck horns than a siren. Police station wagons existed but I was unable to find a Mercury Commuter example. Unlike the Cougar and Charger frameless side windows, these openable front doors should have a window frame but it would be very fine at this scale. And speaking of scale, again Matchbox seems to have just tossed a random number into the catalogue – 1:50, when wheelbase checks out closer to 1:58. There is no Police unique equipment included in the interior casting: it looks like a civilian wagon would. The base is plated and includes both bumpers. The tow hook is present, and would prove a valuable addition for later Superfast wheel versions with trailers*



*K-24 Lamborghini Miura. Well everybody had to have a model of the Miura (except Dinky Toys), and Matchbox was one of the last of the era. Recall that this was the time where manufacturers were competing fiercely for market share by incorporating multiple functioning features. Solido, Politoys, Mebetoy, and Edil Toys beat Matchbox to the punch with all major panels openable (including the small trunk at the back of the rear engine cover for the Politoys). Matchbox offered only an openable engine cover, and steering (Solido included steering as well). The Matchbox simply wasn't in the same league – generic wheels where everybody else had decent Lamborghini representations (although Matchbox later introduced a cast mag type wheel version, it still wasn't Lamborghini pattern); and cast metal headlights as part of the base casting, when all others had plastic inserts. But I would guess that the Matchbox undercut the others in price. Scale is listed as 1:43 and I didn't have to measure it as it sits well with the other 1:43 Miuras in my collection. Thankfully, there is no tow hook, but that did come along later with at least one of the Superfast wheel variants. The base is plated metal and it looks like the lower nose grill is a separate plated piece*

So in summary, these were fairly simple toys introduced just before the Hot Wheels *tsunami*. There were no lenses for lights – just plated metal. Simple interior door panel detail is cast on the doors that open. Interiors are simple plastic castings. Wheels are generic “spun” types. Steering is True-Guide, but tires are reasonably hard vinyl, so the steering doesn't work well on smooth surfaces due to a lack of traction. All but the K-6 Mercedes ambulance includes wipers and rear view mirrors cast into the windscreen. In my opinion, the best thing going for these models was, with the exception of the Lamborghini and the Cougar (issued by Dinky see <https://cougarclub2.org/collectibles/1-43diecasts/> ), the unique choice of relatively current models to address international markets. Despite a very short production run, they are easy to find on eBay and not too pricey.

# All's quiet now on the shores of Lake Como

**By Doug Campbell**

It was with such sad news that I learned recently that the holding company, M4 Models of Italy, which closed abruptly this year, who owned RIO MODELS of Italy, has in turn ceased production and closed RIO MODELS also. They were my favorite classic antique auto models, first imported into the USA, when the RIO Company first started producing model vintage cars, by Dave Sinclair (Sinclair's Auto Miniatures of Rochester NY then later of Erie, Pa.) in 1961 or 1962. Their models were made from 45-75 individual parts, and hand assembled in Italy along the shores of beautiful lake Como, at Como Italy. (On my two visits to Como, alas I was on a guided tour so never got to locate the Rio factory!). The word RIO is Italian for "creek".. no particular origin for the name, maybe because 2 of the 3 brothers who founded the firm had names relating to rivers- Reno and Nilo...

All models were made to a 1/43 scale, and were precision models, selling when they came out in 1962 or so for \$15-20 which was a lot more than most current diecasts which were selling at \$5-10, and Rio was one of the first model lines geared directly to COLLECTORS ..NOT children! When Dave Sinclair introduced them I was just delighted by their quality and detail! M4 bought Rio in 2011, as so many model firms seemed to be bought up by larger holding companies at the time....I'm saddened to see them now out of business as over the years I felt they really made GREAT model vehicles! I'll follow with just a few pictures...



This Rio #8 Isotta Fraschini tipi 8A 1924 was my favorite RIO model...introduced by 1962 just after they firm started making Rio models...before that they made some models for other firms and also some tooling products...



Rio # 15 Isotta Fraschini typos 8A SPYDER - with body by Sala of Milan, Italy.



I just think this model has so much CHARM! Rio #16 Chalmers Detroit 1909.



An American Classic! Rio # 44 1941 Lincoln Continental V-12 convertible.



Can't get to my model to photograph tonight but it's also a Rio favorite model of mine!...Rio #20 Fiat Autobus 18 BL 1915...full of amazing model details!



Many years ago at Macungie, I found this interesting metal DEALER SIGN for RIO , now on the wall of my 3rd floor office.

# From the Files—The CMACC Show's Early Days

## **From the Model Car Journal, September/October 1978: Our 8<sup>th</sup> Show. Contact Alfred Maxwell, Show at Church in Arlington:**

Saturday, November 4th, 1978 9:00 A. M. to 4:00 P. M. " The 4th Capitol Miniature Auto Collectors Club Toy Show ", Parish Hall Church of the Covenant, 2666 Military Rd., Arlington, VA. Admission \$1.00. For more information, contact: Alfred Maxwell, 4722 N. 33rd St. Arlington, VA 22207 (703) 538-2424

## **Model Car Journal, October/November 1979: A Year Later: Our Third Show at Dunn Loring, send your check to Charles Frances Wilding:**

Sunday, November 4, 1979 — Capitol Miniature Auto Collectors Club, 9:30AM to 3:00PM. Admission adults over 12 years (under 12 admitted free) \$1.00, eight foot tables, \$9.00. Dunn Loring Volunteer Fire House Community Hall, 2148 Gallows Rd, Fairfax, VA. This is our third show in this new location which is just outside the western leg of the "Capitol Beltway" (I-495). Entrance is at street level from adequate parking space in rear of Fire House Community Hall, the entrance to which is on "Wolftrap Road". Mail check or money order to: Charles Frances Wilding, 10207 Greenacres Dr., Silver Spring, MD 20903.

## **From the Journal of the Model Car Collectors Association, Vol I, No. 1, Jan/Feb 1980: Our 21<sup>st</sup> and 22<sup>nd</sup> Shows?**

FAIRFAX, VIRGINIA April 13th and November 9th, Sundays (21st and 22nd Shows)  
Capitol Miniature Auto Collectors Club Spring and Fall Meets  
at the Dunn Loring Volunteer Fire House, Community Hall,  
2148 Gallows Road, Fairfax, Virginia. Tables \$9.00 each.  
Admission \$1.00 at the door. Contact: Charles F. Wilding,  
10207 Greenacres Drive, Silver Spring, MD 20903 (301) 434-6209