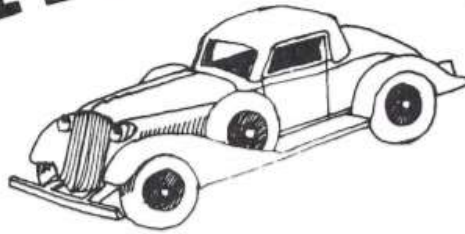


# CAPITOL MINIATURE AUTO COLLECTORS CLUB



**OCTOBER 2026: NEXT MEETING-**  
**October 11 at Vienna Firehouse**

## **CMACC MEETING DETAILS**

### **OCTOBER 2026**

**DATE AND TIME:** SUNDAY, OCTOBER 11, 2026 11:00 A.M. TO 2 P.M. (JACK WILL BE HAVING 1/64 SALE—SETUP AT 8 A.M., OPEN TO PUBLIC 10 A.M. TO 2:00 P.M. IN MAIN HALL)

**LOCATION:** VIENNA FIREHOUSE BOARD ROOM, 400 SOUTH CENTER ST., VIENNA, VA 22180

**THEME:** RECENT ACQUISITIONS

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

# EVENTS: Let me know if you know:

**TJ's Diecast Toys, (Jack's show) 1/64 Show, Sunday October 11, Indoor at Vienna Firehouse!**





**Schedule for the rest of 2026: Northern Virginia Diecast Collectors monthly meets: Indoor/Vienna Firehouse-- November 8th, December 13th.**

**Great Scale Model Train Show, Timonium, MD, Maryland State Fairgrounds, Oct 31st & Nov. 1<sup>st</sup>, SAT 9-5 / SUN 9-3.**

**CMACC 2026 Fall Show, Dunn Loring Firehouse, November 1, 2026.**

### **Canadian Events:**

## **From Robin Godwin**

**Canadian Toy Collectors' Society 53<sup>rd</sup> Annual Toy Show** 18 October. Like many modern shows, this has shrunk in size and diversified into toys-other-than-diecast over the years (and also has lots of Hot Wheels). In an effort to increase seller participation, organizers have reduced the price of vendor tables from \$90 (CDN) to \$60, so I'll be there with two tables (as opposed to one for a few years running), in order to thin

out my traders. Maybe see some of you there! <https://www.ctcs.org/show.htm>. This event is in Toronto, on the north shore of beautiful Lake America!

## **Editor's Corner**

Apologies for the late delivery of the newsletter this month, a variety of distractions on the home front—but it left time for several late-arriving articles and OAST! Our meeting this month will be in conjunction with Jack's 1/64 show at the Vienna Firehouse. Thanks to Harold for organizing, but he is out of town and has left us in the excellent care of Paige, so if you can make it, come on out.

I say this every month, but contributions this month again illustrate the wide variety of interests in the Club. We have Doug's focus on airport ground support vehicles, Robin's article on a great model of a cable excavator, and Dick's article on a special police vehicle. Dick also supplied a report on his visit to the Ford V-8 museum, which I had never heard about. Due to space limitations Part Five of his Route 66 trip report will appear next month. And some interesting OAST. Perry Eichor sent a photo from long ago of him with Fred Maxwell, see the last page. Thanks again to all those who contributed—and yes Jim, again this month, still looking for your article.

On tariffs, I have gotten a couple of small checks from Federal Express refunding the tariffs they charge me (or some portion). But I have not bid on an AI fake models in the last month, as reported previously.

I hope all our readers are still enjoying the newsletter, and we can connect more in the future—whether meetings or sharing OAST or even writing an article or two!

Fred

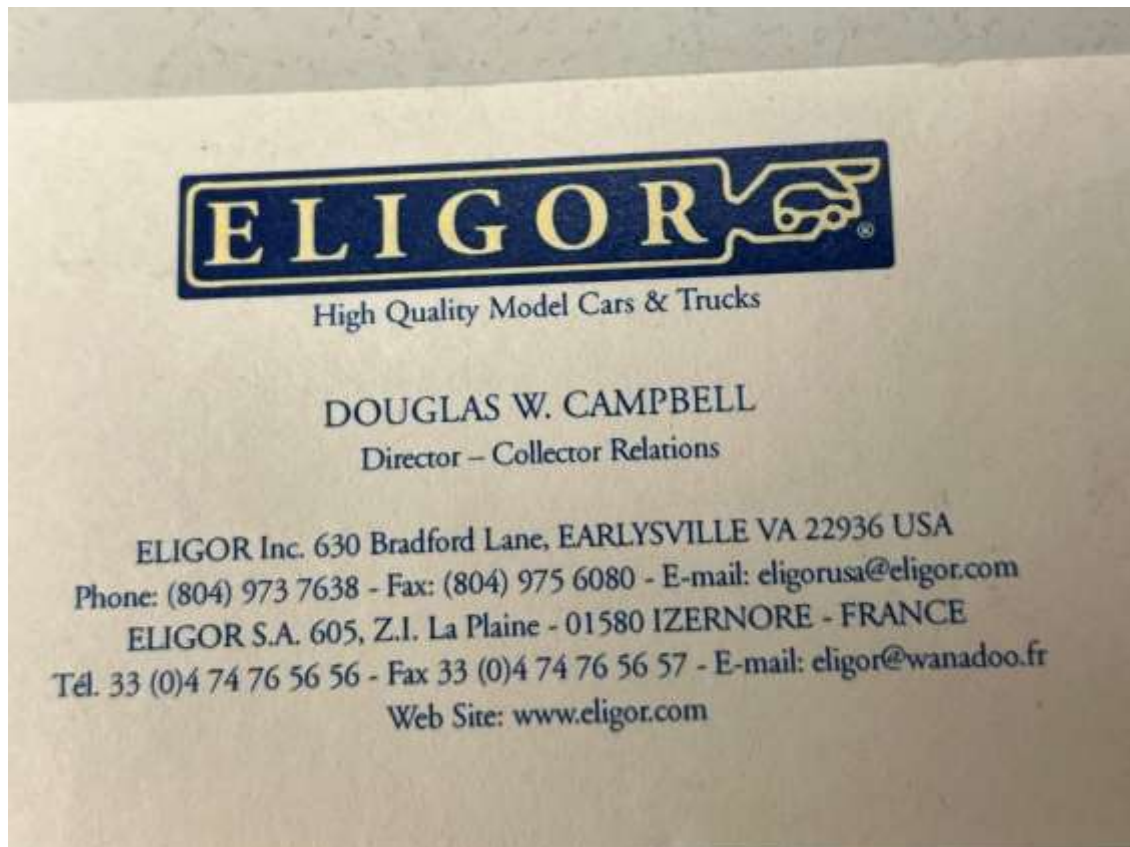
# OAST-Once Around Show and Tell

## OAST – Doug Campbell

Each year on the first Saturday of September I enjoy the wonderful car/truck show and flea market at DURYEA DAY, held in Boyertown, Pa, by the Boyertown Museum of Vintage Vehicles(I keep a membership there!)...it's always a great and fun day, as I spend the afternoon at the museum where about 95% of the vehicles on display were actually MADE in PENNSYLVANIA!....my great find this year in the flea market is this mint boxed ELIGOR(France) Kenworth semi race hauler, made exclusively for Mario Andretti, and he had PERSONALLY autographed the upper left side of this particular model, which had an Andretti Enterprises price tag on the box end at \$99, and the vendor at Duryea Day was asking just \$45!



Some of you might remember some years ago I was a consultant with ELIGOR Models of France...and here is my old business card they provided me...they took me and Joan over to France for a day long factory tour, then as Ann Marie and Paul, Eligor's owners at the time... were leaving later in the day for a week at the German Toy Fair, they actually also gave us free loan of their home in the mountains, free loan of their second car, a stocked kitchen of breakfast food, and as they lived just outside Geneva, Switzerland, we enjoyed a wonderful European holiday while there!...my main contribution to Eligor was the slogan "High Quality Model Cars and trucks", which they liked so well, they immediately added it to all their packaging, letterhead, business cards, etc., as the logo always used by itself, never quite said what they did! What fun times they were!



While browsing through the huge Booth's Corner Farmers Market and Flea Market, just south of Philadelphia a few weeks ago....a vendor had this rather rare 1960's TEKNO I(Denmark) Volvo Bus the Copenhagen version I believe ...all decals intact..for just \$12!..I couldn't believe such a find! [Ed. Note—this is actually a Danish State Railway version, I believe—and an incredible steal at \$12!]



In a crowded case of glassware and antique silver, that same vendor at Booth's Corner had this absolutely clean MINT Tekno (Denmark) Volvo Carlsberg Beer semi with the ORIGINAL BOX,(missing end flaps...) which I had never seen(as I have the model , not quite as minty) for just \$100, so again I just couldn't pass up such a rare model in a most "junky" flea market mostly filled with Hot Wheels, and many broken or damaged new toys! This Tekno truck looks like it just left the Tekno factory in the 1960's! Looking at the box, it appears to be an model made for CARLSBERG, as the Tekno name is not on the box..just "Made in Denmark", so it possibly was made by Tekno to sell at the brewery's gift shop back in the 60's!?



At the huge Ron Slyder's Matchbox Toy Show held in Lebanon, Pa. Sept. 27 (Ron gave me a free pass to come in Sat. Night 26th, while vendor set up, as I had a special memorial program to attend for Joan in Bowie, Md. on Sunday), I could this mint, still sealed 1970's Tootsietoy Aerial Ladder Fire Truck..and it is such a realistic model! Note the wheels are the same ones used in later years by Ralstoy, as ALL Ralstoy wheels were supplied thru the years from Tootsietoy!



Sometimes, if you really want a model on EBay, you just have to keep bidding up the price, as 26 bidders wanted this one of a kind "restored" 1950's Tonka semi with beautiful "BEKINS" graphics! I love these old 1950' steel semi trucks, so really wanted this one, as I so remember these old Bekins graphics, and finally was the lucky bidder!



For many years I have wanted one of these old very heavy and big steel Heinz(Heinz of Canada had I believe 7 different graphics ordered on these toy trucks!)...Minnitoy of Canada toy vans, and always was outbid for the "Pickle Heinz" van...but finally in a local Baltimore auction, won this absolutely still mint 1950's Canadian playtoy..with French lettering on the left trailer side... (Robin..i just love your old CANADIAN models, such as Minnitoy, Lincoln, and Real Types!...you are so lucky to get to go to Canadian toy shows!!)...



Here's the RIGHT side of my Minnitoy's(Canada) HEINZ Pickles semi... with ENGLISH lettering.



This CERTAINLY has to now become amongst one of the very FAVORITE toy trucks in my whole collection! ..I saw this pictured in the recent Richard Opher Auction held here in Baltimore, and just didn't take notice of it in the online photos, but when I went out to view the hundreds of items in the auction at Opher's Jerittsville , Md. gallery where he often now holds pre-viewing of the items, I was stunned at this huge over 18" long Japanese tinplate model FORD "D" model truck from the 1960's...(my Canadian Heinz semi in the last photos was 28"long , also VERY LONG!, and NO I don't have any room here but have to have them!!)..this Ford is so full of details..friction motor, folding cab mirrors, , all sides of the rear bed are

hinged and fold down when tiny levers are opened!... this is TRULY a stunning toy and was one of the higher bid toy trucks in the auction, but what a breathtaking model i am now enjoying!



A view inside the cab of my huge 18" long 1960's era Japanese tinplate Ford "D" pickup...so full of tiny details! And it is an absolutely MINT condition model!



Three brand new 9/26 release Chevy trucks from Menard, Inc. of Wisconsin (Made in China of course!)....1/48 scale, and just super quality models!



I won this very heavy diecast HIO scale semi model of Conway Twitty's song tour hauler... it just looks so REAL!....side & rear door of trailer open...in a big lot of assorted diecasts for \$3.00 at a recent live Randy's Toy Auction in Leola, Pa.,...always bargains at the live auctions, as the online auctions he runs have the pricy & rare models...



While having my Toyota Rav 4 in for its routine service, I noticed this really nice heavy diecast 1/24 scale TOYOTA Tundra 4x4. Offroad pickup in the parts dept.(my dealer now sells many toy Toyotas!), so I of course brought it home...features include pull back action,opening hood with engine, removable tire rack, all opening cab doors, a adjustable sidestep, foldable rear view mirrors, turning front wheels, and opening tailgate..made in China by MJ Toys, Inc.



At Ron Snyder's Matchbox Show in Lebanon, Pa. I brought home this mint boxed 1980 Corgi Circus set, made in Great Britain, with even all the cardboard arena and backgrounds under the box.. at such a bargain price I couldn't resist it! Will have lots of fun setting it all up!



At \$69.95 this is the most expensive HESS truck to date, but this limited collector's two tanker set with about 130 plus lights/sounds is a TRULY spectacular model !!....the Christmas truck due out soon in October!



In one of my Tonka reference books, this handsome Suburban Fire pumper was considered by the Tonka employees as maybe the finest model they ever made..in 1960's..based on a real local Minnesota pumper, it has so much play value, it's MAGNIFICENT!. I won this mint-boxed complete example in a recent Richard Opher Auction, and it sold less then the other two same models which were NOT mint boxed and had parts missing! You could attach that heavy cast fire hydrant to the model's hose system and your garden hose and "soak" your friends!



## OAST- Bob Short

1. Another Johan/ X-El 1956 DeSoto, this one is Beige and Pink ,part of a 3 car deal " I couldn't pass up "



2. Out for seafood we saw a sort of yard sale along Rt 4 in Prince Frederick. A lot of overpriced older scruffy toys but I scored this nice Tootsietoy 1954 Ford Country Sedan for 6 bucks.



- 3) Matchbox 1946 Dodge Power Wagon pickup in 1/24 scale. This was another 1999 large scale Matchbox issue .



4) An ebay find , I had never seen this color combination before , white with red top and sides. A welcome addition to the collection.



5). Ebay find very reasonable ,Goldvarg 1951 Henry J from the days when Sergio was making white metal models in his Native Argentina.



6). Cheap goodies from Menards, primarily a big Midwest hardware chain. They also are heavily into model railroading . 1973 Chevrolet C65 Texaco wrecker , Menards stake body and County Highway Department dump truck. And on the end 1954 GMC dump truck. These are 1/48 scale . No my scale but hard to pass on at \$6.99 each.



## **Matchbox and More show, Lebanon, Pennsylvania Sept 27,2026**

The show had a lot of new Matchbox for sale , a good thing because the new stuff seems to be very elusive in the big box stores lately.

On Saturday evening we had a brief visit from fellow CMACCer Doug Campbell who just cannot seem to fill his house entirely (hahaha)

Sunday sales for us started off great with two early buyers , one of whom. bought one of each of the latest 1/64 Ixo releases. After that it sort of fizzled for us. We had opted for 5 tables since this worked very well for us at the Spring show in April.Unfortunately, the Fall show was not anywhere close to as good.

Anytime I can fill a small plastic tub with desirable new Matchbox etc however in my " still a kid at heart " mind it was a success . And since we stay over on Sunday night and visit Linda's brother in Hagerstown on Monday it was still an enjoyable weekend..despite the consistent showers on Saturday.

Kudos to Ron Slyder for keeping the show going, I know he puts a lot of work into it.

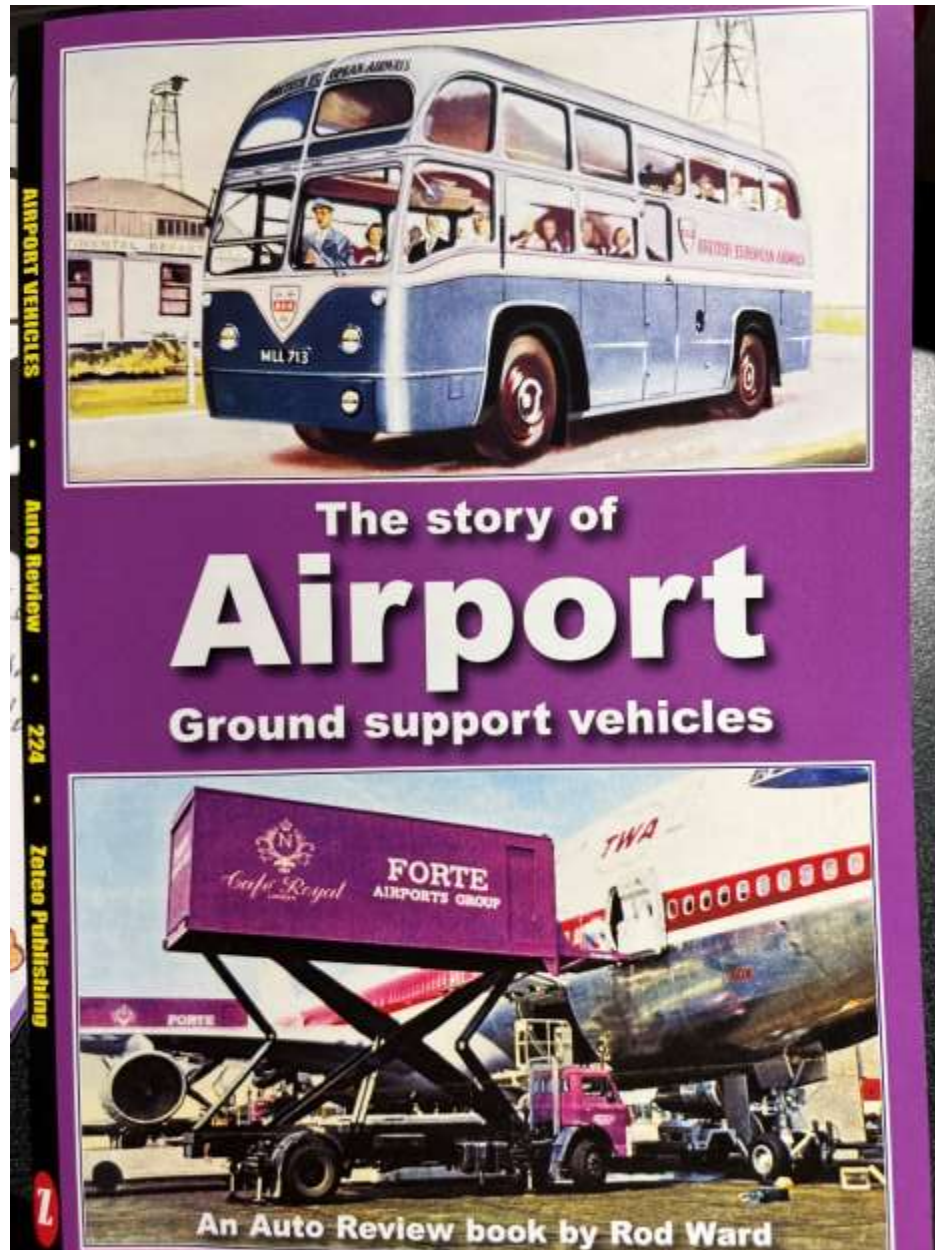
# **There are a lot of vehicles on the GROUND...to let you go up...up...and away!**

**By Doug Campbell**

I just finished reading Ron Ward's "Auto Review" book series number 224, THE STORY OF AIRPORT GROUND SUPPORT VEHICLES", which has inspired me to look around my own collection & am seeing dozens of toy airport support vehicles! We probably all have some of them in our collections & maybe have given them little notice...but next time you go to an airport just look around and take notice just how many of the REAL vehicles are busy at your airport supporting aircraft readiness to fly! At some large airports there could be as many as 75 vehicles needed to support just one large jet aircraft! There is also behind the scenes, a large fleet of airfield emergency vehicles, ..both REAL and TOY VERSIONS, playing such a vital role in airports safety!

Some larger airlines own their own vehicles, but other vehicles are used under contract such as fuel tankers, food caterers, and other special service vehicles. These cars and trucks , buses, etc., are usually of a different design then vehicles you would see on a normal highway! There is vehicles used to handle aircraft, passengers, baggage, resulting, car go and mail handling, airport maintenance, emergency vehicles, specialized military vehicles, and more! It's really quite a fascinating world of vehicles, at airports, both real and in toy form, that we just don't see anywhere else! It's late as I write tonight, but I'll show a variety of airport support vehicles from my collection that I can easily get to! ...Happy Collecting...and up..up..and away!

Cover of Ron Ward's fascinating little book...available from his website in Great Britain.



This 1970's. Issue from Bandai of Japan..in tiny HO scale, in Japan Air Lines livery, was one of a vast series of airport support vehicles offered by that toy manufacturer at the time for various airlines... as they also made toy airplanes too.....this vehicle possibly pumped out contents from restrooms on airliners..., and pumped in clean antibacterial solutions .



Two other Bandai tiny HO scale airport vehicles...a Japan Air Lines tarmac tractor and luggage cart:



From TOMICA MODELS of Japan, this Japan Air Lines model raises its rear compartment up to load food services onto airliners.



Another 1970's Bandai of Japan HO scale model...fully diecast, it represents a Japan Air Lines tarmac "TUG" vehicle, used to pull and guide aircraft from runway to terminals...you'll see many of these such vehicles at any large airport!



From TOMICA MODELS of Japan, this well detailed vehicle is used for passengers to board aircraft from the airport ground , as portable steps that connect directly up to the entrance to an aircraft.



Transporting passengers safely around the airport ..often terminal to airplane...is this TWA airport bus by MAJORETTE TOYS of France:



In 1/43 scale, from GOLDVARG MODELS..this is a highly detailed model of the airport “steps” vehicle that was used by the old Pan American Airlines.



This handsome little diecast model by Lesney MATCHBOX Toys of England, represents an actual coach used by British European Airways to transport passengers around the airport or maybe transported them from the airport into the city of London or Glasgow.



From Hong Kong, in plastic, (maybe Lucky Toys??) comes this realistic working ERF BOAC Food Services catering truck , ready to load delicious meals aboard an aircraft...This truck is also nicely modeled in a smaller 1/43 scale by Budgie Toys of England in diecast.



From Goldvarg Models, this is a well detailed Crosley Pan American Airways van hauling some maybe late luggage across the tarmac.



Back in the 1960's TWA received this sample White 5000 cab tanker from Winross Models of Rochester, NY, but an order for a production run was never placed. Possibly TWA had some of their own tankers on the airfield back then.



From a large airport set made by a generic toy manufacturer. in China, a generic airport vehicle hauling some sort of power unit. Model is diecast.



Made in 1960's, fully diecast by BUDGIE TOYS of Great Britain, this handsome ESSO Airport tanker is an exact model of a real airport fuel tanker used by ESSO at British airports in that era. It's always been one of my favorite ESSO models!



This detailed plastic and metal AIRPORT APRON BUS would have transported passengers across the tarmac from the terminal out to their aircraft. It is a promotional model for MAN buses.



This is a highly detailed special promotional industrial model made for the company who manufactured those specialized airport fuel tankers, this one in Atlantic Aviation livery.



From ICONIC REPLICAS (China/Florida) is this very highly detailed GULF aviation refueling truck in 1/87 scale. The details on this tiny replica are incredible!!



From Daron Toys (New Jersey/China)..this JetBlue plane and airport "TUG " pulling it are from one of Daron's many, many airport gift sets made for the various airlines themselves, and sold at all airport gift shops and at some toy stores too! I enjoy collecting them and have MANY! ..in the rear is a JetBlue food truck awaiting to service the plane when it gets into terminal!



Back in the 1960's, American Airlines ordered these heavy cast White 1500 straight trucks as an internal promotional item for its "Astro freight" services. It was made by The Winross Company of Rochester, NY, and is a rare Winross model to find today! 1/64 scale.



Certainly my favorite SIKU of Germany model...a METZ all metal heavy casting of a specialized airport fire engine. This too has AMAZING realistic details and was fully made in Germany in the 1970's era...and replicated an actual METZ fire truck in use at a German airport at the time. This model certainly reached the pinnacle of SIKU's model production, as alas now all Siku models are made in China...and just aren't quite as nice as the German products..in my opinion.



Airline passengers have to get from airports to their hotels in the larger British cities, so BEA Airlines (British European Airlines) ran these double decker buses, pulling a little trailer to carry their luggage!..model diecast by Oxford Models of Britain(China).



Sitting here displayed on my too crowded third floor desk , is this wonderful large metal travel agent model made for AIR FRANCE...as we go up..up..and away!!



# Another Lucky Find

## By Robin Godwin

I do like vintage cable excavators, and toy companies of our youth willingly accommodated childhood fascination with these machines. They also incorporated working features, thankfully (at least I think so). Modern model companies have continued this tradition, but my lucky find is a **Mercury** Lima Excavator from the '60s. The history of **Mercury**, and their small construction models has been well documented in various articles and books, but in a nutshell, the construction range was contracted by the US **Mercury Industries** company (Plattsburgh, NY) and features all US built prototypes. Early examples were Made in Italy, later were Assembled in USA, and then even later, Made in USA. There are casting differences between Italian models, and American. The model featured here is a Lima 2400 (built in Lima, Ohio) heavy-duty shovel with an operating weight of over 200 tons – so it is a big machine. The model is very tiny. **Mercury** never indicated the scales of the construction vehicles, but the excellent **Mercury** book by several Italian collectors of a few ago, puts the scale at 1:130. It was model #507 in the Italian produced series, and number 10-198 in the US series, with appropriate base casting changes. The “198” suffix above is generally assumed to be the retail price - \$1.98.

What makes this a lucky (eBay) find is pretty much the same as my last one (the Benbros RB-10 Excavator). It's an underpriced virtually mint vintage toy that had been on my wants list for years. It is apparent that a collector either died or divested his/her collection (or a survivor did). The only difference is that this time the vendor was a train (eBay: modeltrainmarket) seller/reseller. My experience with model train enthusiasts is that they are very exacting when it comes to rail items but less so with respect to automotive/transport accessories that complement their layouts. I have seen hugely out of scale vehicles on otherwise superb HO (1:87) scale layouts. I make the assumption that rail enthusiasts will also take the time to be well versed on the values of their rolling stock, but perhaps less so when it comes to diecast display accessories. I think this happened with this sale – I picked it up (“Buy it Now”) for about one third to one half the going rate! I was last stationed in Germany between 1994 and 1999, and these Lima shovels were more expensive back then.

In any event, the model is exquisitely detailed, with adjustable boom and stick for posing. **Mercury** captured the imposing size in fine miniature detail. Below is a link to a YouTube video of a Lima 2400 in action, which serves to illustrate the fidelity of the casting. A great find!

[https://www.youtube.com/watch?v=ws\\_FanxaRbQ](https://www.youtube.com/watch?v=ws_FanxaRbQ)



*Virtually mint Lima shovel with zero signs of play or wear – clearly a display piece, which, at 1:130, would have been wildly out of scale with an HO layout. Sharp-eyed viewers may notice that there is no bucket pulley/sheave on this model (strings to raise bucket and stick pass through two cast holes in the bucket). Very early Italian castings had the sheave, and the string wound around an operating pulley wheel, giving much greater authenticity. But you can find later Italian models and virtually all US made models without the sheave. It would have attached to the bucket via two cast pins that fitted into those holes but perhaps this presented assembly problems. **Mercury** USA and **Gibbs** catalogues continued to illustrate the model with a sheave*



The **Mercury** is shown here with **Matchbox** #6b Euclid Quarry Truck. The 1963 International Edition of the **Matchbox** collector catalogue indicated the Euclid scale as 1:108, so not as far off for the **Mercury** as an HO layout. The **Mercury** is a US version with plastic cab (originals were metal). You might think this was cast in silver plastic with red painted trim, but the opposite is true. Unless one has the box, it is impossible to tell if this was a **Mercury** product or a **Gibbs** product, and I don't have the box. **Gibbs** of Canton, Ohio, was the last stop for most of these dies. Incredibly, the rubber tracks are fully intact and even somewhat supple, but I dare not rotate them! My model is missing the removable crank handle to fit the hole in the left side of the cab allowing realistic posing, but my son can make me one. The beauty of a crank handle is that the cab can remain flush, and for that, the model actually displays better than many larger models with protruding winder handles. That unpainted band on the left end of the stick tells you that the boom and stick were assembled before painting

# Fire Replicas 1:50 Scale NYPD ESU Truck

**By Dick Williams**

Back in May I reported that Fire Replicas had opened this model for pre-release orders. I figured it would go fast (only 100 were made of each truck), and the first one, 4 Truck (or ESS-4, for Emergency Service Squad 4) sold out within a day. I was in the midst of the westbound leg of our Route 66 trip when the second model, 9 Truck, was opened for orders but I got on the job early and ordered one. This one lasted longer, two or three days. Since the NYPD Emergency Service Unit has had 10 of the big trucks serving the five boroughs for years, at first I thought there would be plenty of opportunities. I'm glad I did some research and found that only two 1990 Mack DM chassis served with the ESU (the other trucks at the time were various makes), meaning only two models would be released. Truck 9 was assigned to Queens and its service area included JFK International Airport, which is featured in the squad's patch.

The squad trucks stay at their quarters unless called upon for a job; each squad has three smaller, two-officer Radio Emergency Patrol (REP) trucks that patrol the squad's assigned area. The big truck carries additional rescue equipment, "heavy" weapons (rifles, shotguns and submachine guns), and raid gear. (ESU handles both rescue work and SWAT duties for the NYPD.) All the squads responded to the terrorist attacks on the World Trade Center on 9/11/01. This truck was severely damaged by a building collapse, but the operators were away assisting rescue efforts and no one from Squad 9 died. The ESU lost 14 officers on 9/11 (out of a total of 23 NYPD officers killed), from every squad except 9 and 5.

Few photos of this truck (or its sister, 4 Truck) are available online. From the few that are, it's evident that the model represents the vehicle as it appeared on 9/11. In an earlier photo, the truck lacks the stripes on the front bumper and the steel number 9 sign on the grille. Like all Fire Replica models, ESS-9 has a resin body and cab with stainless steel diamond plate and other details. It comprises hundreds of tiny detail parts. In addition to light bars fore and aft, it has 14 other emergency flashers, 17 tiny marker lights, 11 scene illumination lights, and six taillights, turn signals, and brake lights, all made of tinted or clear epoxy. The mirror supports, grille, MACK logo, and mudflaps are stainless steel.

Among the details that stand out to me are the stainless steel fan box on the right side of the cab with a fine steel mesh, the bulldog hood ornament, the tiny hook for the winch cable sticking out of the bumper, scale-thin diamond plate step on the passenger side below the fuel tank, and hair-thin antenna on the cab roof. Grab bars on the cab and rear body are separate pieces. Each compartment door on the Saulsbury body has tiny stainless steel hinge strips. Lug nuts on the front wheels are painted silver. At least 25 decals are on the model, some extremely small but sharp, not counting the sections of white striping.

My only complaint is the scale. The NYPD is the most-modeled police department by far, but this is the only NYPD model in 1:50 scale, while there's a plethora of models in 1:64 and 1:43 scales, so there's nothing to display with it in the same scale. For the level of detail Fire Replicas have, 1:64 would be too small and 1:43 probably too expensive. Corgi trucks and buses, including many fire trucks, and the short-lived Athearn fire

trucks are about the only other vehicles in the same scale that match Fire Replicas. Greenlight plans to release a 1:64 scale model of an ESU REP in the blue and white colors that will be a nice companion to this model, but unfortunately not in the same scale. However, this beautiful model stands alone and I'd be afraid to remove it from the base for display in a case anyway!

This is only the second Fire Replicas model I've bought (the other was an NYPD ESU armored truck that I got on eBay for \$50 less than list price). The company also has modeled the current ESU trucks and some unusual fire trucks (like Chicago's "Big John," a converted Army 5-ton truck with huge monitors [water cannons]) and they make a line of vintage semi-tractors too. The company's business model seems to be similar to that of the now-defunct Code 3's line of 1:64 fire apparatus (also with a few police models). Like Code 3, Fire Replicas began with modern apparatus and added older vehicles (sparingly) later. Both companies heavily favor New York City (FDNY) models, release models in limited quantities, and release a single model in multiple versions, each almost identical except for markings for specific units in the same department. The main differences are that Code 3 released models in larger numbers (1500 or more of each) and the models cost a fraction of what a Fire Replicas model costs. The smaller scale of Code 3 replicas meant fewer separate parts but they also were well-detailed and meticulously researched. I believe what killed Code 3 was mainly that they overestimated by far the demand for their NYPD Super Pumper set, with two tractor-trailers, three satellite pumpers and a wooden display. The 10,000(!) sets each retailed for \$300, and within a short time they were selling them off at \$100 (that's how I got mine). Soon thereafter the company ceased business, much to the chagrin of fire model collectors.

Photos 1-5: Various views of the model







Photo 6: Fire Replicas uses this photo of 9 Truck from the John A. Calderone Collection to advertise the model on its website. This seems to be an earlier version of the truck.



Photo 7: I found this photo of 9 Truck damaged after 9/11/01 on the Internet. (The guy posing with it is a Sanitation Dept supervisor.) Note the minor changes from the previous photo, the steel number 9 and the stripes on the front of the bumper. Also note how accurately Fire Replicas reproduced the number; its supported by two tiny legs attached to the bumper rather than being affixed directly to the radiator grille. I noticed in both photos that the fan on the box behind the right side of the cab is visible, whereas it's covered by a screen on the model.

# The Early Ford V-8 Foundation Museum

## By Dick Williams

After visiting our daughter Kristen in Ohio in mid-August, Ruth and I made a quick trip to Auburn, IN, to revisit the Auburn, Cord, Deussenberg Museum and the National Auto and Truck Museum. I also particularly wanted to see the Early Ford V-8 Museum, because it was closed the last time we were in Auburn in 2016. The size of museum's building (and, presumably, its collection) has grown considerably since that time. Unfortunately, growth complicates photography, as many of the vehicles are parked close together and good side shots are nearly impossible for some of them. The collection covers the years of the Ford flathead V-8 engine, from 1932-1953, and has over 65 vehicles. It includes trucks, a couple of Ford tractors, diecast and toy vehicles, and other items, including a couple of chassis/engine/drivetrain displays and period garage equipment. Since the focus is on vehicles that used the Ford V-8 engine, the museum includes some Lincoln and Mercury models as well as Fords. The foundation also runs "Museum Select Motors," a consignment service for owners wanting to sell their vintage cars, and a service garage.

One wing of the building is called "Floyd Motors," named for Joe and Elaine Floyd from South Dakota. They decided to spend their retirement collecting one of every Ford model made in 1936, the year Joe was born. The museum director said this year saw more Ford variants made than any other model year. There are 18 vehicles in this gallery, including panel and sedan delivery vans, sedans, convertibles, a pickup truck, and one of six stainless steel '36 Fords built for the Allegheny Ludlum Steel Corporation to showcase the advantages of its stainless steel. The cars were sent to the company's six district offices and four survive today. In the 1960s, Ford built three more stainless steel cars for Allegheny Ludlum, two 1960 Thunderbirds and three 1967 Lincoln Continental convertibles. (You can see a photo of all three models here: <https://silodrome.com/stainless-steel-allegheny-ludlum-fords/>). The company's successor, Allegheny Technologies Inc./ATI, sold one of each model together (as one lot) at an auction in 2020 for \$1,045,000. The car on display sold at auction in 2009 for \$550,000. It was donated to the museum in 2016.

### Photo information:

- 1) This 1940 Ford Deluxe station wagon was one of four "woodies" in the museum; they also had 1931 and 1936 woody wagons, as well as the Mercury below. The signs for this one and the 1936 wagon noted that the wooden bodies were made at the "Iron Mountain Plant" in Michigan's Upper Peninsula, due to the abundance of trees there. That plant actually was located in Kingsford, adjacent to Iron Mountain (a few miles from where Ruth grew up). When the demand for wooden station wagon bodies ceased, the plant became the initial site of the famous Kingsford Charcoal brand.



- 2) I haven't seen this type of unusual display in any other car museum; there were two big display cases showing the evolution of Ford dashboards in the period covered by the museum. This is one of them.



- 3) Here's one for Jim – a 1948 Ford taxi.



- 4) 1936 Ford 1 ½ ton stakebed truck.



- 5) 1929 Lincoln Model L sedan – a classic gangster-era car.



- 6) A 1935 Ford convertible sedan led the Indianapolis 500 field as the official pace car for that year. Edsel Ford drove it around the track.



- 7) This 1941 Ford fire truck started out as a government contractor's vehicle, providing fire protection for the Powder Plant in . It was sold to the VFD in 1955 and soldiered on until it was sold in . The truck is marked for both fire departments, one on each side.



8) 1940 Lincoln Zephyr Continental Cabriolet.



9) 1950 Ford Custom Crestliner.



10) 1934 Ford Phaeton.



- 11) There are three display rooms in the museum. This one devotes most of one wall to one man's collection of model and toy Ford trucks.



- 12) A large group of IMEX HO scale Ford trucks – identical chassis and cabs with a myriad of different bodies – comprises one part of the model collection.



13 & 14) Two of the diecast semi-trailer trucks that I especially liked.



15) These large-scale Diamante brand models are similar to the large but fairly crude (or “artsy,” depending on your point of view) tin models seen in gift shops, Hobby Lobby, etc. I’ve never heard of the brand and couldn’t find it on the Internet, but it was apparently made in Israel. The van on the left is marked for the Israel Post, the Israeli mail service. It’s ironic that the van next to it is marked “Pepsi,” because back in early decades of Israel’s modern history, Coca-Cola was banned in some Arab countries because it was sold in Israel, while Pepsi avoided Israel to gain market share in the Arab states.



16) The fourth woody station wagon in the museum is this 1951 Mercury.



17) This track roadster is made from a 1926 Model T, but it's here because it's powered by a Ford V-8.



18a & b) The rest of the photos are from the "Floyd's Motors" gallery, a collection of every type of Ford car and light truck made in 1936. This is one of the six stainless steel Ford sedans made to order for Allegheny Ludlum Steel Inc. – one for each of their district offices. Forming the harder stainless steel almost broke Ford's dies.



19) This 1936 Ford convertible sedan is equipped with an aftermarket trunk, a very popular accessory for the '36 Fords, often installed by Ford dealers. Even in the Depression, people were willing to pay extra for the storage space.



20) The popularity of and demand for trunks led Ford to introduce them as standard equipment on some 1936 cars halfway through the model year. This Convertible Sedan is one of 200 out of 5601 of this model made in 1936 that had the "bustleback" clamshell trunk, but all of them in 1937 had an integrated trunk. The factory trunk only added \$20 to the \$760 price of the car.



21) Even FDR owned one of these 1936 Ford Deluxe Phaetons (not this one) as his personal car, fitted with hand controls so he could drive it.



22) This '36 Ford panel delivery van was one of my favorite vehicles in the collection.



23) The museum's signs noted that the sedan delivery was based on a car chassis while the panel delivery was a light truck.



24) In 1936, Ford made both a 5-window coupe and this 3-window coupe. No one seems to know why; the 3-window, although appearing shorter, had exactly the same dimensions as the 5-window coupe. Surprisingly, the 5-window version cost \$60 less (seems like it would cost more to make the body to accommodate two more windows, but maybe the difference was the smaller amount of steel needed in the 5-window car). Ford realized they didn't know why they made it, either, and dropped it from production for 1937, making it one of the rarer Ford types made. It's even rarer in original, stock form because so many were converted to hot rods.



25) This '36 Ford cabriolet is noteworthy because it has a custom body made by Glaeser Coachworks in Dresden, Germany. Glaeser made bodies for many German luxury cars and were the coachbuilder of choice (according to Sotheby's) for "deluxe" Fords for wealthy German buyers. Ford's German subsidiary opened a plant in Koeln (Cologne) in 1931 and became infamous when it built trucks for the Wehrmacht in World War II.



# **Dated 1999. Just for the memories.**

**From Perry Eichor**

