

# GEARBOX



**JANUARY 2024**

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**A HAPPY NEW YEAR TO ALL OUR MEMBERS AND FRIENDS.**



*This is my choice for one of the best 'non-place getting' pics in the 'Real' model comp in 2023. It is Brian Fairhurst's entry for June and was titled 'Cattle truck.' However, I am not sure where the cattle truck title came from and this scene, with those shifty looking characters hanging around, gives one the impression they are up to no good and should be raided by the Police Organised Crime Squad A.S.A.P. But a great entry just the same Brian. [Ed]*

## HUNTER MODEL AUTO CLUB – SECRETARY’S REPORT FOR MONTH OF DECEMBER 2023

### Christmas Dinner Meeting:

On Tuesday 12 December 2023 we held our Club Christmas Dinner Meeting in the Auditorium at Edgeworth Sport and Rec Club. President Andrew welcomed the members and their guests to our dinner meeting. We had a good number of members and wives in attendance with 4 apologies. Having ordered our meals from the Bistro, we were able to partake of our dinner in the privacy of our normal meeting room. Here the tables were set up with a Christmas theme thanks to Paul and Beth.

With the appetising food and the pleasant company, a relaxing and enjoyable evening was had by all.

### Model Competitions:

Towards the end of the evening, President Andrew presented Voucher Prizes from Frontline Hobbies to the overall winners in the 2023 “Actual” model competition (see results below).

We received seven (7) entries for the December “Virtual” Model Competition with the overall winner for the year to receive a \$25 Voucher Prize from Frontline Hobbies at our January visit.

The “Virtual” Model Competition will continue to be held throughout 2024, with the first for the new year to be held on **Tuesday 9 January 2024** (see details below).

We would encourage those of you who have not already joined the Hunter Model Auto Club Group on Facebook to do so. To date we have 30 members in this Group.

If you have any questions in this regard, please don’t hesitate to contact Paul Campbell or myself.

**The next “Actual” Model Competition will commence at our February 2024 meeting.**

### 2023 “Actual” Model Competition (Overall Winners):

1<sup>st</sup> ..... Mark Jenkins.....157 Points - \$50 Voucher Prize. *(top photo at left next page)*  
2<sup>nd</sup> ..... Brian Blyth.....130 Points - \$40 Voucher Prize. *(top photo at right next page)*  
3<sup>rd</sup> ..... Pieter Zeeman.....120 Points - \$25 Voucher Prize.

**\*\*\*\* Next Meeting:** We have been invited again to a Private Opening of the Frontline Hobbies Store, Broadmeadow on Tuesday 9 January 2024 from 7.00pm (Club shirts are desirable for a group photo).

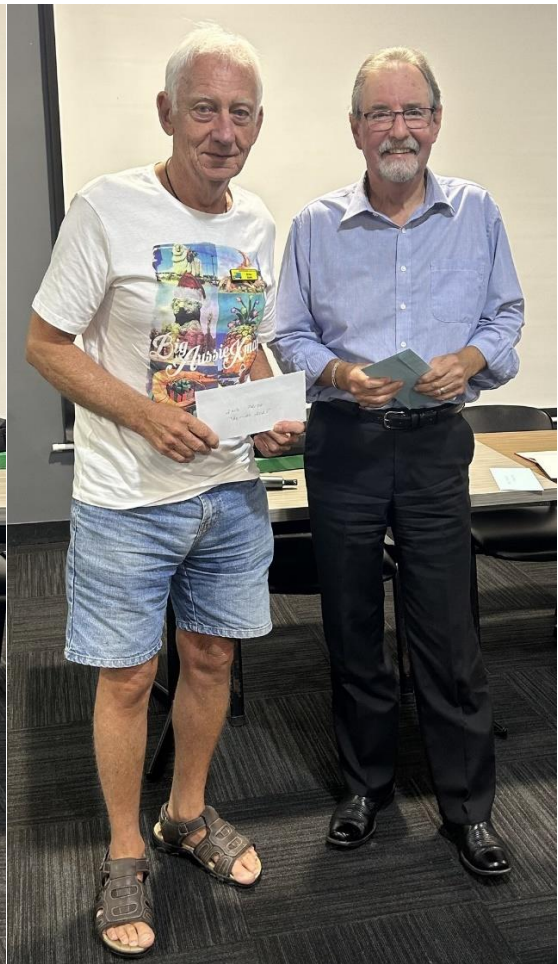
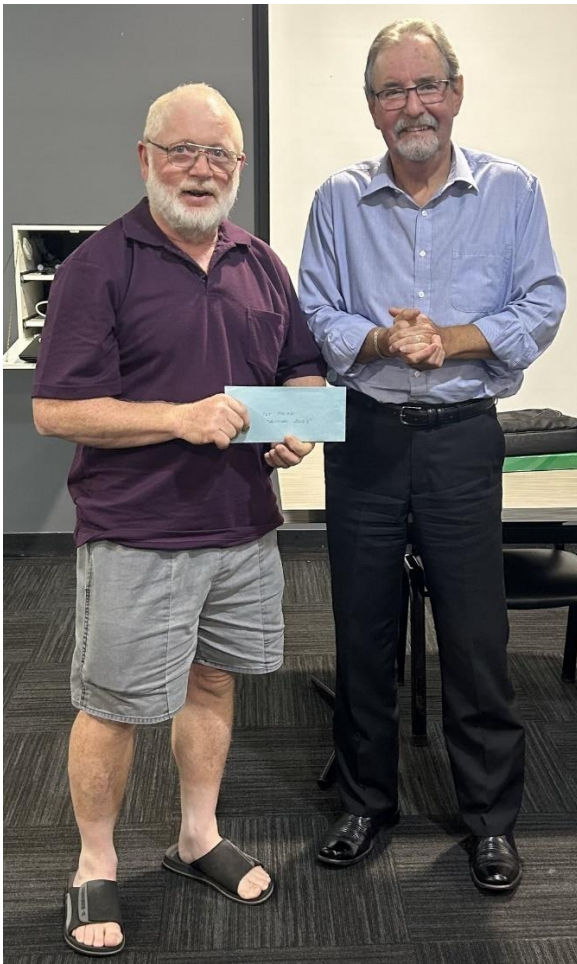
**Next “Virtual” Model Category (January 2024):** “Family Owned Vehicle” – Any scale one (1) model only and one (1) photo only.

*(I will send out a reminder email with the entry and voting instructions closer to the deadlines)*

***I TRUST THAT YOU HAVE HAD A VERY GOOD CHRISTMAS AND WISH YOU AND YOUR FAMILIES A HAPPY AND COVID FREE NEW YEAR AHEAD IN 2024.....*** Bill Kenchington, Secretary.

## - HMAC CHRISTMAS DINNER – 12 DECEMBER 2023 –





***PLACEGETTERS FOR THE DECEMBER 2023 VIRTUAL MODEL COMP.***



Amtrak Locomotive

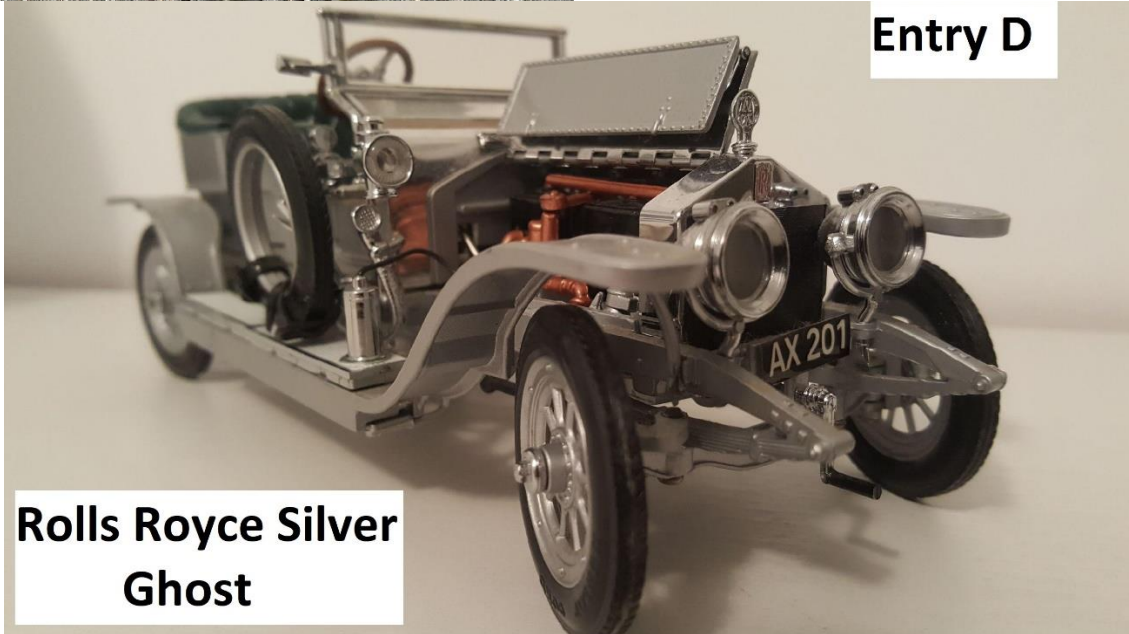
Entry C



Commer Commando Bus

Australian National Airways

Entry B



Entry D

**Rolls Royce Silver Ghost**

1957 CHEVROLET  
CONVERTIBLE



Entry A

**FROM THE TOP:**

**1<sup>st</sup> – Equal 1<sup>st</sup> placings goes to Paul C's Amtrak loco and Matt C's Commer Commando bus.**

**2<sup>nd</sup> – Mark's Rolls Royce Silver Ghost.**

**3<sup>rd</sup> – Terry's 1957 Chev convertible.**



We had 11 keen members visit Show Us Ya Slotz at Lemon Tree Passage.

Owner Mike Dixon has now welcomed us for two consecutive years, closing the drag strip for us to use as a display area. Seven members took the opportunity to display various die cast models.

It was great to have our new club members, Scott & Allison display their vintage slot cars and it was even better when they were back on the track! And considering the age of the slot cars, the lap times were fairly decent.

Once again Mike generously opened his business to the public for free giving them a chance to try the art/sport of slot car racing and to enjoy the model display. This year he invited some of his top competition racers to show their skills and cars, racing on the existing tracks and the newly commissioned banked circuit.

Our members enjoyed the day talking to the people and answering questions about conversions about resin models, scale types and the vast range of models our group collects.

For those who love a bit of technical talk, Mike has been busy upgrading the DC Capacitors on the existing banked track to assist with standing starts and improve Voltage drop.

The competition racers were putting in some ridiculously fast laps on the tracks when they were testing a single shaft brushless DC motor that at 13.2 Volts had a 110,000rpm output - absolutely insane, especially when the motor is about the size of your thumb nail.

Thank you to all the members who attended. It was a good opportunity to sit down and enjoy a day out together. Also worthy of a mention eating fish and chips straight from the packaging for lunch. *Paul.*







- GORDON RALPH JENKINS - *lost but not forgotten* -



Mark Jenkins is a member of the HMAAC and he has kindly given us the following story on his Grandfather, Gordon Ralph Jenkins. Mark sent the information to me before Remembrance day, and it has stuck in my mind. Then I thought about Mark's story at our local RSL Sub-branch ceremony that day and came home to finish the article for the Gearbox. Thank you Mark for this story about one of many in the Bomber Command, lost in WW2. (Ed)

Mark said that *'It is the story of a man that no one remembers. He means a lot to me and I would not be here if not for him.'* So this is his story as related by Mark.

He is Gordon Ralph Jenkins. He was born in 1910 and by the age of 32 was dead leaving a wife and two children. He was just one of many of the RAF's Bomber Command to lose their life in world war two. The thing that makes this story hard to track down is that like a lot of men from Bomber Command, the family always made out he was a Spitfire pilot from fighter command. So much was the shame of Bomber Command after the war.

Gordon joined the RAF on the 4th of August 1931 as a Clerk General Duties. He had to wait until April 1934 to get a shot at becoming a pilot. He learned to fly on the Hawker Demon.



**Above pic** is the Hawker Demon, a two-seater fighter derived from the Hawker Hart bomber. At the time, it's performance was better than contemporary single seater fighters of the RAF. Besides a rear gunner using a Lewis machine gun, the plane had two fixed forward-firing Vickers machine guns fitted on either side of the fuselage. As well, it could be fitted with racks to carry six light bombs if required.

Interestingly, out of a total of 304 Hawker Demon aircraft built, 64 went to the RAAF with one of the few remaining intact being displayed at the RAAF Museum at Point Cook, Victoria.



In October of 1935 Gordon went to Mesopotamia (Iraq today) with **142 squadron**. He was to stay with 142 squadron up to the beginning of the war, flying Fairy Battles. **Above pic** is the Fairy Battle single engine, three seater light bomber.



**142 squadron** were part of the Advance Air Strike Force which was made up of Fairy Battle squadrons and Hawker Hurricane squadrons. The two aircraft had the same Rolls Royce Merlin engine. The Hurricane was a highly effective gun platform that could rival anything in the sky at that time.

The Battle was heavy and underpowered and was easy pickings for anything that wanted to have a shot at it. *See previous pic.* The Battle was such an awful plane that the first Victoria Crosses of the war went to their aircrew. (Posthumously). Gordon Jenkins did manage to get away from the Fairy Battle when he was posted to **49 squadron.** They had the Handley Page Hampden. This was another awful bomber that the RAF had.

On the 17th of January 1938 he married Margaret Joan Davies and on the 3rd of September their first child was born, a boy Frank. Exactly one year later Britain declared war on Germany.

*The next photo* is taken from 49 squadron's book 'Beware of the dog at war.' It shows AD960 (EA - L) Attacked and damaged by an Me110 returning from Berlin on the 2/3 Sept 1941. The Jenkins crew survived unhurt from the crash landing near Waddington in England.



The Jenkins crew had several run ins with German fighters when on bombing missions, they even reported being shot at by an RAF Wellington. Friendly fire was also a problem in the war.

On 16th February 1942, AT124 ( EA-C) Took off on a minelaying mission. The aircraft is reported to have crashed into the North Sea and the bodies of the crew were never found. They are remembered on the Runnymede Memorial.  
*Crew: F/O G.R. Jenkins – pilot. P/O J.T.B. Cough – NAV. Sgt J. A. Steel - W/AG. Sgt J. A. Woodroffe - W/AG.*

On the 26th August 1942, Gordon's second child, a girl named Margaret, was born. Gordon Ralph Jenkins never got to see his children grow up and have children of their own. His son Frank Ralph Jenkins is my father, and both my brothers and I have the middle name of Ralph for which I was teased as a child, but today it is a name I am proud to have with its link back to my grandfather. Not one of the few in fighter command, but one of the many in Bomber Command to lose their lives.



Some of my model planes at the Newcastle Model show. My Grandfather's aircraft are there as well as the aircraft I worked on in my time in the RAF. Both my father and one brother served in th Royal Air Force. *Mark Jenkins.*

## AUDI 100 -ITS RELEASE IN 1968 SET A BASE FOR THE AUDI WE SEE TODAY --



The *lead-in pic* shows an **Audi 100**, a vehicle that was released in 1968 and was the start of a range of fast, but luxurious mid-sized automobiles built by Audi, a division of VW, but in conjunction with VW. The 100 was the largest Audi model since the revitalising of the brand by Volkswagen in 1965 and was built on the VW C1 platform. The **C1** series ran from **1968** till **1976** when replaced by the C2 series.

The designation '100' referred to the engine's power of 100 PS fitted to the top of the range models. ['PS' being a metric measure of horse power.] Initially, the base models had a 1.8 litre four cylinder engine (1760cc) that actually developed **80 PS**. This was 79 bhp or 58.8 kw and had a top speed of 97 mph or 156 kph, whereas the **100 PS** engine in the top line models developed 99 bhp or 73.5 kw with a top speed of 107 mph or 172 kph.

The Audi 100 commenced production in November 1968 as a four-door sedan and followed up with an attractive two-door model in October 1969. The Audi 100 came in three trim levels, a *base* model, the *S* and the luxury *LS* and was available with a manual 4-speed manual fully synchromesh gearbox. In early 1970, Audi released their 100 Coupé S. The Coupe S had an 1871cc **112 PS** engine that developed 111 bhp or 82.4 kw and had a top speed of 111 mph or 179 kph. *See next pics.*

An automatic gearbox became an option on the luxury models in early 1970 and in 1972, the *LS* was replaced by the *GL* which now had the 1871cc engine as fitted to the coupe S. The *GL* had more luxury fittings including a sunroof and had an engine upgrade. It was set to compete against the four cylinder '5' series BMW and the W115 Mercedes 230 range, though the BMW would soon have a six cylinder engine available. In 1973, the Audi 100 received a slight facelift with a smaller grille, twin circular headlights and revised tail lights. In 1975 the base model was re-named as the 100L with a **85 PS** 1.6 litre (1588cc) engine that developed 84 bhp or 63 kw of power.



***KK brand Audi 100 Coupé S in 1:18 scale resin.***

The interior of the Audi 100 proved very roomy as it could easily accommodate five passengers and proved to be an excellent handling vehicle on all road surfaces. The fact that it was front-wheel driven, meant it had no transmission tunnel which, together with excellent head and leg room, was another plus as far as ride comfort went. Another interesting feature was that it was fitted with an in-board disc-brake system derived from the race-bred Porsche 917.

That's not all. The Audi 100 had twin air duct outlets aimed directly at the front discs and if the brakes became too hot, a thermostatically controlled fan forced air through the ducting outlets to cool them.

Researching the Audi 100 led to some interesting stories behind creation of the Audi 100. It was a car that should never have existed at all. Volkswagen purchased Auto Union from Mercedes-Benz in 1965 and it seems that they had an eye on the reasonably new Auto Union plant at Ingolstadt which could fill VW's need for additional production lines for their VW Beetle models. These were in high demand at the time and production at their Wolfsburg plant was not keeping up with demand. VW had the Ingolstadt plant quickly converted to be able to turn out the Beetle.

At the same time, the VW Chief, Heinrich Nordhoff, issued orders that no further Auto Union models were to be developed and that included Audis. In the background and employed as part of the VW takeover was a former Auto Union engineer, Ludwig Kraus, who didn't agree with the VW directive and felt that the VW Beetle couldn't sustain its current demand forever. Kraus led a covert operation to design and develop the production ready prototype Audi 100 which was presented to the VW Board. Luckily it was subsequently given approval for production and history tells us that it soon became a commercial success. So successful initially, that Audi 100 **C1** production was soon at full capacity at its Ingolstadt plant, and to meet demand in early 1970, another production line was added at VW's Wolfsburg plant to satisfy the overall demand for this automobile. **Go Auto** said, *'..... the front-wheel drive sedan garnered a faithful following with excellent interior space and exemplary road manners.'*

The **C1** ran from 1968 to 1976 when it was replaced by the **C2** series that ran till 1982. **See next pic.** Briefly, the **C2** was squared up in body styling now with an extra window fitted behind the rear door. It featured single large rectangle headlights and less chrome on the bumper bars which was becoming the trend then. **Go Auto** said, *'Bigger, stronger and roomier than its predecessor, the **C2 100** introduced the world's first production five-cylinder petrol engine – which Audi claimed had the power of a six-cylinder and the economy of a four.'*



Replacing the C2, the **C3** ran from 1982 till 1991 and was restyled to be more aerodynamic which led to a drag coefficient of 0.30. This was the lowest figure for a production car at the time. **Go Auto** said, *'With superb attention to aerodynamic detail, the cigar-shaped 1982 **C3** Audi 100 proved to be a landmark design, as well as a particularly fine highway cruiser.'* **The Audi 100 was launched in 1968, and with sales of over 800,000 vehicles, became the base for Audi's success today. Terry.**



**Maxichamps model of the third series (C3) Audi 100 in 1:43 scale diecast.**

## *Another little Snippet – Why does an old Saab look like a Nash ‘Bathtub’?*

In a recent **Hemmings** article, one of their North American journalists spoke about how he had spotted a vehicle out of the corner of his eye and immediately thought it was a two-door ‘Bathtub.’ He thought it was probably a two-door 1950 Nash Statesman, even though the Nash ‘Bathtubs’ of this era were mainly manufactured as four-door models. As it turned out, and after a few drives around the area to locate the car, he found that it was a *mid-60’s Saab 96* model. The **Hemmings** journalist said, ‘*I’d seen it from the back, and the similarly shaped rear half of the little compact fooled me into thinking it was a big Nash.*’ But why **did** they look alike?

An odd introduction to a motoring story, but for motoring aficionados, this would have been an interesting story as the term ‘Bathtub’ actually refers to the 1949 – 1951 Nash fastback models. These models had a rounded body with unusual enclosed mudguards so that many people called them the ‘bathtub’ Nash. The article then went on to explain why the original Saab 92 of the late 1940’s early 50’s and the Bathtub Nash, may have looked alike. Just check out **the next pic** of the 1949 two-door Airflyte ‘bathtub’ Nash and then the Saab scale models. You decide.



We ran the story on the birth of the Saab motor vehicles in the **November 2020 Gearbox**. Saab had been formed in 1937 to produce planes for the Swedish Air Force and they decided to look at automobile production in 1945 which led to the release of the *model 92*. **See pics of two Saab 92 scale models next.**



The journalist stated that a Saab 96 is pretty rare on U.S. roads today, even though they were once imported by ship into North America by the hundreds. He said that front wheel drive vehicles were rare back then, but they were a popular type of automobile in the New England region due to their overall driving ability in the snow.

Looking at both the *Saab 92* in **the previous pics** and the *Saab 96* in **the next pic**, I am not sure that you could get them mixed up with the 600 series Nash ‘bathtubs’ with an example shown in **the last pics**. On the other hand, he did say that he saw the vehicle from behind and it was only a quick glance.



***Spotted in England is this 1950 Nash Ambassador 'bathtub' sedan.***

If we go back to the history of the *Saab 92*, and the fact that post WW2, Saab, as an airplane manufacturer, soon realised that there was an excess of withdrawn former military aircraft worldwide and this meant that demand for new stock would be minimal. So they started to look for a new manufacturing business to expand into. The Saab company executives decided to get into automobile manufacturing, especially as new vehicles were in short supply due to the after-effects that the WW2 conflict had on many traditional European automakers. The problem for Saab was that they had no experience as an automobile manufacturer.

Initially, Saab engineers sourced markets and even junk yards to find examples of small vehicles to be examined in order to come up with ideas for their own type of automobile. A group of Saab engineers visited North America to learn about design and manufacturing processes in auto making. They had decided to use the modern unitary body construction where the body of the vehicle, its floor plan and chassis, are formed as a single structure. At the time, the Nash-Kelvinator Corporation was the only major North American auto building company using that process and they allowed Saab engineers to visit their production plants to examine and learn about their design and manufacturing systems. The Nash credo was very much aligned to advanced aerodynamics and hence production of what would become the 1949 Nash 600 'Airflyte' models, also known as the 'bathtub' models.

No doubt the Saab engineers, as well as having their own philosophy of safety, took as much as possible from Nash's notions on auto design into consideration in the initial design of the Saab models with the first off the line being the Saab 92. The Saab 92 was noted for low wind resistance and excellent aerodynamics. The Cd, or drag coefficient of the 92, was a very low 0.30. Most car manufacturers consider reducing the drag or increasing 'slipperiness' of a vehicle through the air, to improve both speed and fuel efficiency, and that is the vehicle's Cd. To this end, the Saab was better designed than most family styled cars of that era by using elements of streamlining, similar to the Nash Airflyte models, as well as flush fitting glass panels and headlight assemblies. Maybe this is why the early Saab models, like the 92 and the later 96, could be considered similar in body design to the Nash bathtub models – *at a distance. Terry.*