

# GEARBOX

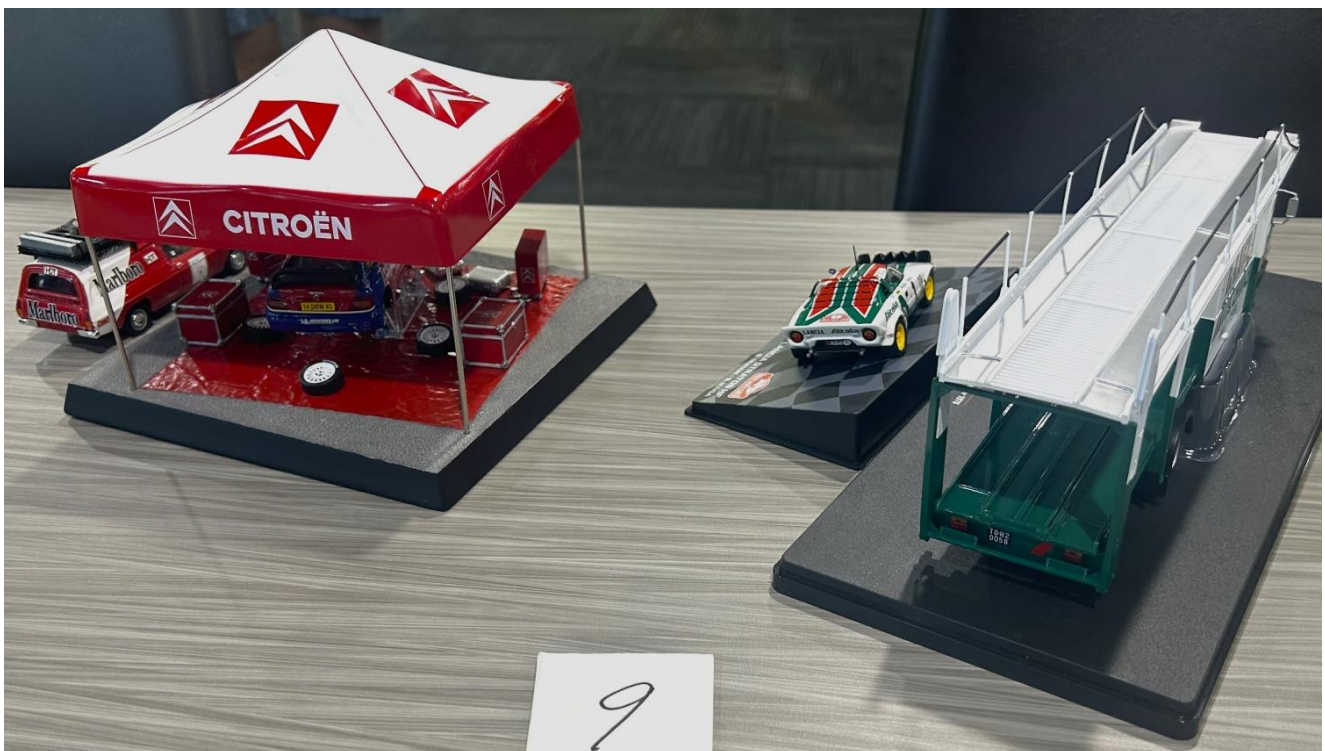


**----- APRIL 2024 -----**

*CONTACT: Bill Kenchington on Ph (02) 4945 4830 OR Andrew Vile on (02) 4933 5607 in business hours only.*

**\*\* NEXT MEETING TUESDAY 9TH APRIL \*\***

***7.00pm for 7.30pm at the Edgeworth Sport and Rec Club***



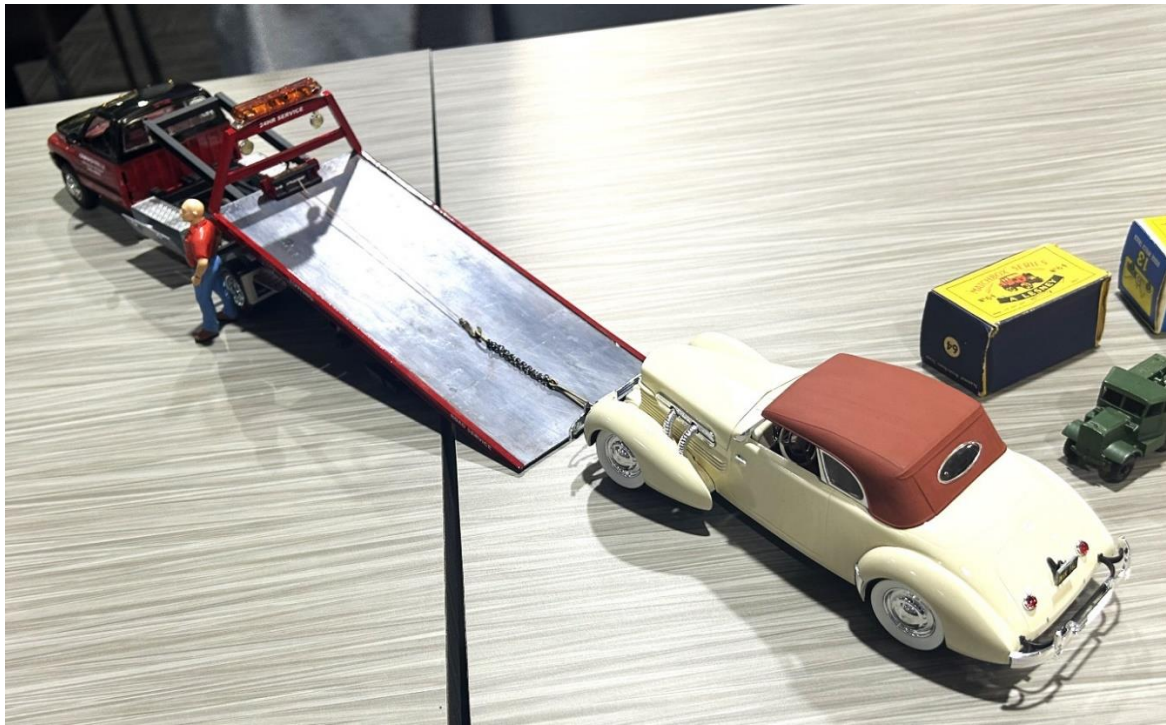
The above pic is from the Club's February 2024 'Real' Model Comp and is Mal's 'Rally Teams' entry. Every so often I will post an 'Editor's pick' of one of the entries that didn't make the top three. This was an excellent display by Mal and so is posted for this month's Gearbox. *Terry.*

--- PLACEGETTERS FOR THE MARCH 2024 'REAL' MODEL COMP – TOP TO BOTTOM ---

1ST – Ken's Tilt Tray Truck

2ND – David R – Various Cranes

3RD – Mark's Steam Crane – Booth Rodley



**-- PLACEGETTERS FOR THE MARCH 2024 'VIRTUAL' MODEL COMP -- TOP TO BOTTOM --**

**1ST** – Terry's Australian, British and American Police cars.

**2ND** – Brian B's Corgi Seagrave Fire Trucks

**EQUAL 3RD** – Matt C's Dinky Fire Rescue Trucks and Paul C's Dinky 956 Fire Truck



**AUSTRALIAN, BRITISH AND AMERICAN POLICE CARS**



**Entry E**

**corgi seagrave fire trucks**



**Entry B**

**Dinky 266 / 263 / 286**



## EXCITING FRONTLINE HOBBIES ANNOUNCEMENT

**\*\* For HMAC Members and all model truck collectors in Newcastle \*\***

**SOME GREAT NEWS FROM NARELLE AT FRONTLINE HOBBIES. ON SUNDAY 14 APRIL AT THEIR STORE, *DRAKE MODEL TRUCKS* ARE RELEASING A NEW MODEL REPRESENTING A NEWCASTLE TRUCKING COMPANY.**

*The actual truck will be outside their store on this day for the launch. Drake will also be running a lucky door prize for this release. Frontline Hobbies will have more information very soon on the launch time and the club will let all members know as soon as we are informed.*

## HUNTER MODEL AUTO CLUB INCORPORATED

*Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 12 March 2024*

Meeting Opened: 7.35 pm.

Members Present: 21 Apologies: 7 Visitors: Nil

Welcome to Members and Visitors: President Andrew Vile welcomed all to the Club.

Previous Minutes: Moved: Matt Vile Seconded: David White "That the February 2024 Club Minutes be accepted".  
Carried.

Treasurer's Report: The Treasurer reported that the Club funds stand at \$1,631.49.

Moved: Mark Jenkins Seconded: Bill Smith "That the Treasurer's Report be accepted" Carried.

Correspondence:

OUTWARDS:

- i) Members and Others – March Gearbox.
- ii) Members – March Model Competition and Meeting Reminders.
- iii) Members – Reminder of the details for the Kurri School (Nostalgia Festival) display.
- iv) Newcastle Guide Dogs – Request advice whether any donations remain locally.
- v) Matt Robinson (Morpeth Toy Shop) – Advice of no further interest from members in models from deceased estate.
- vi) Members – Seeking nominations of local charities for 2024 Toy and Hobby Fair.

### INWARDS:

- i) West Aust MCC (WAMCC) – February “Showcase” magazine.
- ii) P H Cheah (SMAC) – Congratulations on the Club’s 40<sup>th</sup> Anniversary.
- iii) Ian Hind (WAMCC) – Congratulations on the Club’s 40<sup>th</sup> Anniversary and feedback on the March Gearbox.
- iv) Canadian Toy Collectors Society – February Magazine.
- v) Barry Lloyd (Wessex) – Congratulations on the Club’s 40<sup>th</sup> Anniversary and feedback on the March Gearbox.
- vi) Matt Robinson (Morpeth Toy Shop) – Thank you for update re models.

Moved: David Rosser Seconded: Ben Wing “That the Correspondence be accepted”. Carried.

### **Matters Arising:**

- i) Vintage Day Display at Kurri Kurri Public School – Set up from 10.00am on Saturday 23 March 2024. Best to arrive by 8.00am on Sunday 24 March to secure nearby parking. Members proposing to display are:- Paul, Bill K., David S., Mark, Ben, Trevor, Ernie and Brian F. plus the Club’s 40<sup>th</sup> Anniversary Display. There will also be a separate display of “Thomas” trains by Ryan Borradaile on the stage. In addition, there will be a small area available to the side for a limited number of members to sell on the day.
- ii) 40<sup>th</sup> Anniversary Models. Plinth models are on sale at \$20.00 for members and \$25.00 for others. Also, a number of the blank white FJ Holden vans are for sale at \$5.00 each. It is proposed to also offer these for sale at the Kurri Display Day and the Toy and Hobby Fair.
- iii) Hunter Toy and Hobby Fair - This is to be held in the Club Auditorium on Sunday 18 August 2024 – The Committee had its first meeting tonight and the matters discussed are reported in separate minutes. Nominations for the Toy Fair Charity are Cessnock Rescue, Blind Dogs and Riding for the Disabled. Voting took place tonight with the selected Charity being Riding for the Disabled.
- iv) Club Visit to “Show Us Ya Slotz” at Lemon Tree Passage – To be organised for later in the year.
- v) Proposed Club Model Display at “Newcastle Museum” - Paul to negotiate with the Museum staff a mutually suitable date for the Display.
- vi) Club Visit to “Sydney Tramway Museum” at Loftus – To be organised for later in the year.
- vii) Club Membership Promotion Banner – A draft legend for the banner based on the Club’s current flyers was discussed with the members with a few changes to be incorporated.
- viii) Police Rescue Carrington Visit – To be organised for later in the year.

### **General Business:**

- i) Plastic Lamination – Trevor reported on a business in Maitland that undertakes larger and thicker size plastic sheet laminations.
  - ii) Model Magazines – David S. is after MICA Magazine Volume 22 and any UK or USA Matchbox Magazines.
  - iii) 2NUR Fm Radio Open Day – Paul advised that this is planned for Saturday 6 July 2024 their Office at Newcastle University.
- Our Club has been invited to provide a Display and assist with the BBQ on the day.

### **Model Competitions:**

#### Results for March:

“Actual” Model Competition: “Vehicle with a Hook” – Any scale up to three (3) models.

1 <sup>st</sup> .....	Ken McGregor.....	Tilt Tray truck.....	30 Points
2 <sup>nd</sup> .....	David Rosser.....	Various Cranes.....	24 Points
3 <sup>rd</sup> .....	Mark Jenkins.....	Booth Rodley Steam Crane.....	20 Points

“Virtual” Model Competition: “Emergency Vehicle” - Any scale up to five (5) models.

1 <sup>st</sup> .....	Terry Payne.....	Aus, UK & US Police.....	25 Points
2 <sup>nd</sup> .....	Brian Blyth.....	Corgi Seagrave Fire Trucks.....	24 Points
Equal 3 <sup>rd</sup> .....	Matt Campbell.....	Dinky Fire Rescue Trucks.....	15 Points
And.....	Paul Campbell.....	DT 956 Fire Trucks.....	15 Points

**Next “Actual” Model Category - April:** *“Vehicle with four (4) or more wheels”* – Any scale and up to three (3) models.

**Next “Virtual” Model Category - April:** *“Vehicle associated with food or drink”* - Any scale and up to three (3) models but ONE PHOTO ONLY.

**Meeting Closed:** 7.55 pm.

## - GRAHAM'S FIRE APPLIANCE MODELS -

After a recent Gearbox newsletter where Bill advertised an upcoming 'Virtual' model comp category as *Emergency Vehicles*, I received an email from Graham, a member of the Wessex Model Toy Collectors Club in England. He explained that having served with the Fire Service, and been part of crash crews serving at international air shows, he naturally has an interest in emergency vehicles. Graham served in the Devon County Fire Service.

Graham went on to say, *'A few years back I came across an article about an airfield fire appliance that Dinky Toys had considered making but, sadly the idea never seemed to have progressed beyond the drawing board. However, I thought such a model would have been a fantastic addition to their range, so I decided to construct such a model from their initial concept plans, to see what it might have looked like. With the model complete, I feel it is even more of a shame it never went into production.'*

*Apart from the tyres, I made the entire model out of plaster card, it is very robust and the visual interest value was further increased by adding a programmable lighting system controlling 3 rotating 4mm dia. red roof lights, 2 flashing white head lights and 2 fixed red tail lights. The lighting circuit board is activated by pressing the standpipe. With all the lights working, it has raised a lot of comment and interest when displayed.'*

**Next pics are of Graham's completed model which is a Faun brand Airfield Crash Truck.**



Graham said that he hoped the above images of his attempt at model making would be interesting and amusing. He added that, *'I was surprised what I was able to achieve with several sheets of plastic and a few bits and bobs found in my workshop!'* Graham said that the model generated quite a bit of interest and a six page article appeared in the October 2019 issue of **Model Collector** about the building of the model.

I had previously noticed one of Graham's model displays featured in the October 2023 edition of 'Smalltalk,' the Wessex Club's Magazine. The category for their August meeting was **'Kits, Chops and Repaints'** and if you haven't deleted it, the article and the pics of all the displays are well worth another read.

Graham said that making models came to him as a surprised hobby that started in 1997, and that is when he made his very first model of an emergency vehicle. **See next pic.** He soon received numerous commissions and said that *'the rest they say is history.'*



Graham said that he gave up commission work after being diagnosed with cancer 4 years ago. Today he just concentrates on models for his own enjoyment. He said he had noticed that we have collectors of nice quality Dinky Toys in the HMAc and perhaps they could be inspired to undertake a few modifications to scrapped Dinky Toys, thereby adding a few interesting additions and, talking points, to their collection!!

The following pics are more of Graham's creations that he has been able to put together from scrapped Dinkies. The Ford model T 'Hucks' was used as an aircraft starter from 1909 with the actual Huck being in his local aircraft museum.

This appeared to be an interesting Ford Model T configuration and one I had never heard of. A little research indicated that the 'Hucks starter' was an auxiliary power unit, usually mounted on a light truck, and to provide the initial power to start up an aircraft's piston engines. It was invented by a Captain Bentfield Hucks of the Royal Flying Corps. It was used to replace ground crew who would normally have to spin the planes propeller by hand when the plane was not fitted with an inbuilt starter.

Going back to Wessex Club's 'Smalltalk' magazine for October 2023, I found a little extra information on the Bedford refueller. Graham's model was originally a Dinky Bedford Army truck which he converted into an RAF airfield refueller with the rear section fashioned from brass. I have to add here that I think that the Foden shown below is a very attractive model.



**Above Foden Hook loader. [Resized] Below left is a Bedford Refueller and below right is a Ford Model T 'Hucks'**



Graham finished by adding, *'may I take this opportunity to wish you and the club all the best to you and the club for 2024. I look forward to future club newsletters, which are kindly circulated by our WMTC. Graham.'*

So thanks go out to Graham for his story, and allowing it to feature in the Gearbox. Terry.

## -- 4-4-2 -MY FAVOURITE OLDSMOBILE MODELS --



Without going into too much detail, Ransom E. Olds was born in 1864 in Ohio and by 1887 had developed a steam powered motor vehicle. His company, then known as the 'Olds Motor Works', produced their first automobile with the actual name of 'Oldsmobile' in 1900. The Oldsmobile name, as well as the 'REO' lorry moniker, had a long history that came to an end when the last Oldsmobile model rolled off the assembly line in 2004.

My favourites from the North American muscle car era were the *Oldsmobile 4-4-2* models. But what was the **4-4-2** package all about? To start with, in order to stop the production of high-powered, yet lightweight factory produced autos that were really 'street-rods,' General Motors put out an idealistic edict in 1963 that restricted the capacity of engines in their intermediate (mid-size) cars to 330 cubic inches. Oldsmobile, like Chevrolet, Buick and Pontiac covertly decided to ignore this direction and release special *high performance optioned* models. In 1964 Pontiac released their 389 cubic inch V8 GTO package on the Tempest line of models and Chevrolet had a 396 cubic inch V8 installed in their Chevelle that continued Chev's 'SS' model pedigree. Buick soon had 401 cubic inches of V8 in their Gran Sport and the American muscle car era had started.



***Sun Star model of the 1964 Pontiac Tempest with the GTO package in 1:18 scale diecast.***

When it was Oldsmobile's turn, they released their **4-4-2** package, though from 1964 to 1967. The 4-4-2 was only an option pack on the Oldsmobile Cutlass, but from 1968 to 1971 it was a 'stand-alone' model before reverting to an option package in 1972, and then only on Cutlass and certain Oldsmobile F-85 models. The 4-4-2 option package was dropped in 1980. For the **4-4-2 package**, the first **4** stood for a 400 cubic inch V8 engine which was the base V8 engine available after the initial 4-4-2 1964 version. The later 455 cubic inch V8 first became available on the 1970 model. The second **4** stood for a four-barrel carburetor and the **2** stood for dual exhaust. That first package in 1964 actually had a warmed over 'Police Pursuit' 330 cubic inch V8 engine and the **4** this year stood for 'four on the floor.'

I can't say why I had a fascination for the **Olds 4-4-2**, but maybe it was the overall body styling that was a little different to its other General Motors cousins produced each year, especially around the front area including the grilles on these cars. As we know, from a styling point of view, Oldsmobile was actually competing, not only against Ford and Chrysler models, but also against GM's Chevrolets, Pontiacs and Buicks. One thing though, the grille of the 1964 Pontiac GTO is smarter than the 1964 Olds, yet by 1967, the Oldsmobile models had become my favourite as far as styling went. ***See the next pic of a 1964 model.***



So, with all the various Oldsmobile model vehicles that have been produced in 1:18 scale diecast, it just had to be the **4-4-2** that I went for when I started my Oldsmobile 'Muscle Car' era collection. As an aside, one of our late club members, Trevor Woods, was also a keen collector of American Muscle Car models including the 4-4-2 versions of the Oldsmobile and we purchased a number of **Highway 61** brand 1:18 scale diecast 1967 Oldsmobile 4-4-2 models together from a retailer in Canada. This was well before I started to get into eBay. **See next pics** of a **Highway 61** brand 1967 Oldsmobile Cutlass convertible, top up, with the 4-4-2 pack.



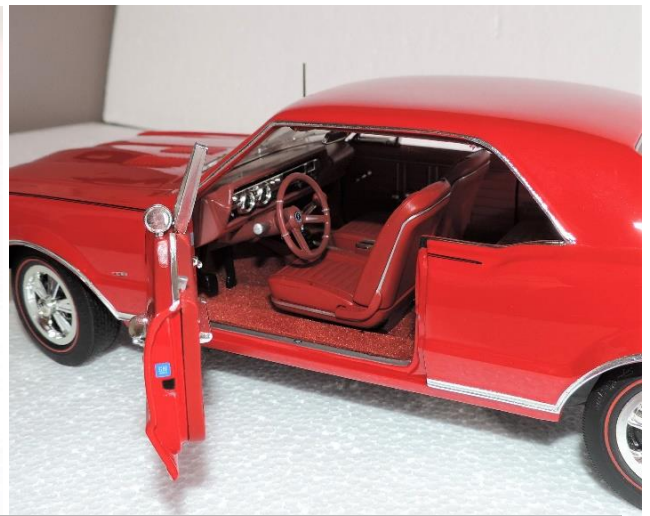
**Highway 61** modelled the 1967 Oldsmobile Cutlass 4-4-2 in a number of colours and either in hard top or convertible form. They were well detailed models that we were able to land out here for around A\$90 to A\$110 in the early 2000's. They could be shipped here by sea then, and often took around ten weeks to arrive, however shipping costs were very **inexpensive** compared to air-mail. Like most 1:18 scale models today, they are now very pricey especially when postage costs are taken into account. I noticed that on eBay you would be paying over A\$300 now for the same models that Trevor and I had purchased. **All the pics here** are my **Highway 61** 1:18 scale diecast models.



The *previous pic* shows a 1967 Olds Cutlass 4-4-2 Hard top version in Spanish Red duco. Though hard to pick out, the inner panels of the mudguards are red in colour which is an indication that this 4-4-2 is a 'W30' optioned model. W30 was the high performance package available for the 400 big block V8 engine on this model. Motoring writers stated that it was capable of taking on and beating the quickest and fastest cars of the day and it had the braking, comfort, handling and style to match its formidable performance.

The W30 option started in 1966 with an engine performance increase of 10hp through the addition of an aluminium intake manifold, a special camshaft, performance cylinder heads, distributor and carby. A low restriction air cleaner together with outside air induction was added whereby cool air was 'sucked' into the carby through tubing from the front bumper. *See next pic on the left.*

Later models had functional air scoops on a fibreglass bonnet. For some reason, the inner mudguard walls were moulded in red plastic. Perhaps it was for weight reduction. *The following pics* show how well detailed these *Highway 61* models were, and I love them. So over the years I ended up collecting quite a few of these Highway 61 models for myself and our late club member, Trevor Wood. *Terry.*



## FORD CORSAIR CONVERTIBLE AND CABRIOLET – TWO DIFFERENT VEHICLES.



You can read hundreds of articles about motor cars and see the word `convertible' or `cabriolet' when the writer is referring to a vehicle with a retractable roof, either in a hard material such as steel or plastic or a soft material. You can check on their meaning and ask what is the difference only to find so many conflicting `definitions' it is bizarre. Both words are used to define a removable roof. Generally, Americans call them a convertible, as do most Brits and Aussies, however, Brits also call them a drop-head or a drop-head coupe. Europeans, especially the French, as it is a French word, call them cabriolets.

Yet I have found one motoring journalist who stated that, especially in America, cabriolet refers to a convertible with a headliner, whereas a convertible has no headliner and any metallic or wooden bows are exposed internally when the top is up. When the top is down, there is hardly any difference in appearance externally. Interesting.

I have spoken about the difference before, but what prompted a re-visit to the definition this time was an article about a Ford Corsair `cabriolet' up for sale in England recently. We had an article on the Ford Corsair In the [February 2022 GEARBOX](#), and I mentioned that it was also available as a convertible produced by Crayford, a coach builder based in Westerham, Kent. A little research was undertaken and I found that the [cabriolet](#) up for sale was different to the [convertible](#) models turned out by Crayford. The [lead-in pic](#) is a convertible model, but you can see the difference between the two versions of an open top Corsair [in the next two pics](#).



*At left is the convertible model and at right the cabriolet version – both courtesy of Crayford Convertible Club.*

It would appear that Crayford turned out two versions of the open-top Corsair, a [convertible](#) model and the very exclusive [cabriolet](#) version. The cabriolet was built by Karl Deutsch in Cologne, West Germany and under licence to Crayford. This old German company had produced bodies for Ford Europe between the wars and after WW2 continued their original business whilst supplying cabriolet bodies to Ford and other European makers. By the mid 1960's, Ford Europe no longer produced convertibles and Karl Deutsch continued to produce bodies on a special customer order basis such as with Crayford. Many reasons, including wages and material costs, led to Karl Deutch closing down in the early 1970's.

Checking out the Crayford Convertible club member's site, I found that Crayford produced 199 convertibles, but only 19 cabriolet versions. However, they stated that the cabriolet was *individually commissioned to meet the personal requirements of the owner. The Cabriolet was designed so that the hood and its frame would fold into a recess around a smaller rear seat, making it a 2+2 rather than the Convertible's five-seater tourer.* The cabriolet models were more luxurious than the convertible and the material in the fully lined hood was said to be quite exquisite. So there is an example of the `real' difference between a convertible and a cabriolet. [Terry](#).

## *-1962 Vauxhall Cresta PB- Neat and Unpretentious -*



As well as the four-cylinder 'FB' Vauxhall Victor series, the above pictured attractive six-cylinder engine **Vauxhall PB** series models were sold in Australia, but not in the numbers of previous PA models. We have had articles in the [Gearbox](#) about its predecessor versions of the Velox and Cresta as well as the Victor, a common sight on Aussie roads. Vauxhalls had been a popular British model in Australia for some time, especially post WW2, and had been assembled here for many years with most parts, including the drivetrain and mechanicals, being imported.

Holden released their EH models in late 1963 and they were available with the new 179 cubic inch or 2.8 litre six cylinder engines and included the luxury **Premier** model. It didn't take long for the new Holdens to push the Vauxhall models down the sales charts with the EH Holden range filling all the trim level and power requirements Aussies wanted in their automobiles at the time. As well, changes to 'local content' laws also impacted on Holdens decision to stop the assembly of Vauxhalls in Australia in 1965 and having their products withdrawn from the Australian market in 1966. Interestingly, Holden did import 200 'PC' series Vauxhall Cresta models into the Country at the same time, but from 1967, there were no more locally assembled Vauxhall products available for sale out here.



***Vauxhall PB Cresta in 1:43 scale by British Heritage Models.***

With each new series release over the years, the Vauxhall models that were sold in Australia, always seemed to be larger than their actual size and this suited our idea of a 'family' size motor vehicle. A distinct body design with each new model, and usually contemporary for their times, gave the impression of a fast and excellent handling motor vehicle. Road tests in Aussie motoring magazines generally had them classified as an outstanding performer in the medium-size cars available in Australia, according to **Unique Cars**. They wrote that over the years, *'the cars retained their appearance, being long, low and square at the both ends. Examined in detail, there was nothing pretty about them, but the overall effect was the impression of speed and good road-holding.'*

Vauxhall had introduced the new FB Victor models before the release of the **PB** Velox and Cresta models at the 1962 London Motor Show. In fact the PB was an extension of the new Victor models with a longer wheelbase to accommodate their six cylinder engines and styling changes at either end of the body. They were powered by the 2,651cc engine out of the previous PA models, but were upgraded to 3,294cc in 1964. The rear wheels were driven through their three speed manual gearbox with a column mounted shifter. It was also available with a three-speed Hydramatic auto which was changed to GM's two-speed powerglide auto in 1965. Front disc brakes were standard and the suspension was the usual independent front end and semi-elliptic leaf springs and live axle at the rear. Handling on the new PB models remained excellent, even at the limit, and had little body roll with hard cornering.

Vauxhall's PB models were not released in Australia till the 1963 Melbourne Motor Show and many felt that the exterior was definitely more modest in its lines than the previous PA models, especially without having those snazzy little fins, wrap around windscreen and reverse angled 'C' pillar. However, though it now appeared smaller, and seemed to have all new body panels compared to the previous PA models, it was longer, wider and lower than the PA. Interior space was increased and it had more headroom. Interestingly, and maybe to keep production costs low, the PA models used the same four doors as the smaller Victor model. **See next pic.**



***A shot of an FB Victor sedan taken by the author.***

Both the base model Velox, and the higher trim level Cresta, had a top speed of 94mph (150 kph), but the Cresta had the luxury items such as two-tone paint, fog and reversing lights as well as full carpeting, leather trim, clock, heater, cigarette lighter and windscreen washers. Production of the PB models ended in 1965 with the introduction of the 'Coke bottle' body profile PC models and having had just over 87,000 models leave the factory. I noticed that scale models of the PB Vauxhalls are hard to find and, except for the 'British Heritage Model' version seen above, I could only find 'Spot-on' models with two examples in **the next pics**. They are also very expensive with some in excellent condition over A\$500. **Terry.**



***Above – Two different Tri-ang 'Spot-On' models of the Vauxhall PB Cresta in 1:42 scale diecast.***

Once upon a time, **RANGER**, was not a Ford. Ranger is a long forgotten General Motors brand.



*Ranger GTS factory pic and the Ranger's Springbuck badge, this one on the steering wheel.*

'**Ranger.**' This was a marque that I had never heard of, but one I read about recently in '*en Escuderia.*' Probably useless information I know, but it has nothing to do with the current best-selling vehicle in Oz, the Ford Ranger ute. In fact, **Ranger** was once a marque produced by General Motors.

General Motors has always been pretty much a world-wide corporation as far as automaking goes, and when we think about General Motors owned companies in England and Europe, nearly all motoring people would know about Vauxhall and Opel. Yet there is a fair chance that not too many people would know about the **Ranger** marque. GM launched the Ranger brand models in 1968 and specifically for the South African market. However, and for some obscure reason, they also assembled and sold the Ranger brand models in Belgium and Switzerland, even though the Ranger was advertised as '*South Africa's own car.*'

The other thing I thought odd was that General Motors already sold models in South Africa that were badge engineered Opel, Vauxhall, Chevrolet, Pontiac and, as we have read about in the Gearbox, Holdens. As far as GM product dealerships were structured, GM South Africa employed a two-fold system where one group sold Chevrolet, Opel and Holden models, and the other sold Pontiac and Vauxhall models. But there was a reason why a new marque needed to be introduced by the General in South Africa, and that was because of conditions imposed on GM by the Government of the day and centered around the need for cars to have local content.

With such low-volume sales for a mid-sized product, costs would have made it impossible to commence production of body pressings for an all-new model in that range, so GM South Africa dropped the Vauxhall Victor models and replaced them with the locally built Ranger. So it was not a 'new' car as such, it was really another badge engineered product derived from many GM products and assembled in their Port Elizabeth plant. The Ranger shared the body of the then current Opel Record but with a Vauxhall front and Chevrolet mechanicals that included the soon to be dropped Chevrolet Nova 2.1 and 2.5 litre four cylinder engines that would be produced locally. Ranger models were available as two door and four door sedans, a station wagon and a two door coupe, and all in various trim levels.

In researching the Ranger marque, there were various thoughts on why it was also being assembled in Belgium and Switzerland. In 1970, only a coupe version of the Ranger was sold there initially with the four door model arriving later. Some wrote that it was because of the poor reputation that Vauxhall had acquired due to quality issues and industrial action in Britain at the time, that led the Belgian and Swiss divisions of General Motors to make an alternative marque available in that market. Though there would be an upgrade to a second series, the Ranger stopped being sold in South Africa in 1973 due to declining popularity and in Switzerland in 1975, though this was mainly due to spiralling wages impacting negatively on profits. The Belgian operations ceased in 1978 with the introduction of a new, and very modern styled Opel Record. I think that the two door GTS coupe in **the lead-in pic** would have been a rather nice sporty car to be seen in over there. *Terry.*