GEARBOX

HUNTER MODEL AUTO CLUB

--- JUNE 2024 ---

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

** NEXT MEETING TUESDAY 11TH JUNE **

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

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* INSIDE **- The Annual Fire and Rescue Open Day at Tarro. Trevor's display below ***


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--- PLACEGETTERS - MAY 2024 `REAL' MODEL COMP – TOP TO BOTTOM ---

1ST – Pieter – Atlantic by Bugatti
2ND – Bill S – Aston Martin
3RD – Paul – Atlas Excavator

*[** Category was `Vehicle beginning with `A' – one model only]*

** PLACEGETTERS - MAY 2024 `VIRTUAL' MODEL COMP – TOP TO BOTTOM **

1ST – Matt C – Fordson Major – Twin engine tractor ***[***Category – Tractor- one model only]***

2ND – Mark – Ploughing engine

Equal 3RD – Paul – David Brown Combine Harvester and Brian B's Matchbox Britains

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ANNUAL OPEN DAY – VISIT BY THE H.M.A.C. TO THE FIRE AND RESCUE NSW STATION 454 TARRO

Our Club was invited to provide a model display at both the Morpeth and Tarro Fire and Rescue Stations on Saturday 11 May 2024 from 10.00am to 2.00pm to participate in the NSW Fire and Rescue Open Day. However, as the weather was forecasted to be wet and bleak for the day, a decision was made by Fire and Rescue that we should only display at Tarro. Fire and Rescue at Morpeth needed to have their fire appliance display indoors out of the wet weather and, having a smaller station building, there would be no room for our display.

Five of our Club members namely Paul, Brian F., Trevor, Ernie and I attended Tarro on the day. Paul brought along his 1 to 1 International Fire Engine, while we displayed models and dioramas of Fire, Police and Ambulance representing examples of both Fire, and of course, Rescue vehicles.

As the day started out to be quite overcast with periods of rain, we expected very little patronage from the public at Tarro. How wrong were we as the poor weather did not stop the public attending in great numbers. Judging by the comments made by the public and the station personnel our display was very much appreciated, which made our attendance worthwhile.

The accompanying photos confirm the success of the day. ***Bill Kenchington.***


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N.S.W. FIRE BRIGADE
98103 H
T000


DEPUTY CAPTAINS
ENGINE-KEEPERS
TARRO FIRE BRIGADE-SERVICE RECORD
FIRE HOSE POST MEMBERS 1945-1962
TARRO
HEXHAM
THORNTON
BERESFIELD
TARRO FIRE BRIGADE EST. 15th AUGUST 1962
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HUNTER MODEL AUTO CLUB INCORPORATED

Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 14 May 2024

Meeting Opened: 7.30 pm.

Members Present: 19 Apologies: 4 Visitors: 2

Welcome to Club Visitors and Members: President Andrew Vile welcomed visitors Nick and Scott to the Club and welcomed the Club Members.

Previous Minutes: Moved: Ernie Williams Seconded: Mark Jenkins "That the April 2024 Club Minutes be accepted". Carried.

Treasurer's Report: The Treasurer reported that the Club funds stand at $1,886.49 plus $98.20 cash.
Moved: David Standen Seconded: Shane Neems "That the Treasurer's Report be accepted" Carried.
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Correspondence:

Outwards:
i) Members and Others – May 2024 Gearbox.
ii) Members – May 2024 Model Competition and Meeting Reminders.
iii) Members and Others – Special Edition No. 1 Gearbox.
iv) Members – Trains for sale
v) Lachlan Brazier – Membership Form.

Inwards:
i) West Aust Model Collector's Club (WAMCC) – April 2024 "Showcase" magazine.
ii) P H Cheah (SMAC) – Comments on Special Edition No.1 2024 Gearbox.
iii) Maz Woolley (CDMC) – Thanks for Special Edition No.1 2024 Gearbox.
iv) Canadian Toy Collectors Society (CTCS) – April 2024 Magazine.
v) Des Barnes (CTCS) – Comments on May 2024 Gearbox including the Pegaso Z-102 article.
vi) Interested Toy Fair Stallholders – Further EOI replies received.
vii) Barry Lloyd (Wessex) – Comments on May 2024 Gearbox including the Volvo P1800 article.
viii) Ian Hind (WAMCC) - Comments on Special Edition No.1 2024 Gearbox.
ix) Barry Lloyd – Comments on Special Edition No.1 2024 Gearbox.
Moved: David Rosser Seconded: Bill Smith "That the Correspondence be accepted". Carried.

Matters Arising:
i) 40th Anniversary Models – The sale of the Plinth models to date means that the Club is already in profit. There are still a few Plinth Models left for sale at $20.00 for members. It was agreed that we would place a Plinth Model on an internet marketplace. Any unsold Model Plinths will be placed on sale at our Toy Fair.
ii) Hunter Toy and Hobby Fair – We have received to date interest in some 33 tables. It is planned to send out Registrations on Friday 17 May 2024 with the closing date being Friday 28 June 2024.
A call to members has been made for donations of any unwanted models that would be suitable for the Club raffle (See Scott).
iii) 2NUR FM Radio Open Day – This date has been changed to Saturday 27 July 2024. Volunteers are called for to provide a model display and to assist with the BBQ on the day. More details to be provided closer to the date.
iv) 40th Anniversary Dinner – This is to be held on our normal meeting night in July at the Edgeworth Sport and Rec Club.
The normal model competitions will run on the night but there will be no business conducted. Member's wives, partners and guests are invited to celebrate this occasion.

General Business:
i) "Carters" Drake Model Truck Launch – A number of our members attended this launch at Frontline Hobbies, Broadmeadow with the actual truck on show on Saturday 14 April 2024.

Model Competitions:

Results for April:

"Actual" Model Competition: "Vehicle starting with the letter 'A' " – Any scale and one (1) model only.
1st……. Pieter Zeeman.....Bugatti Atlantic.....24 Points
2nd……. Bill Smith.....Aston Martin Convertible.....18 Points
3rd.....Paul Campbell.....Atlas Excavator AB1702.....16 Points

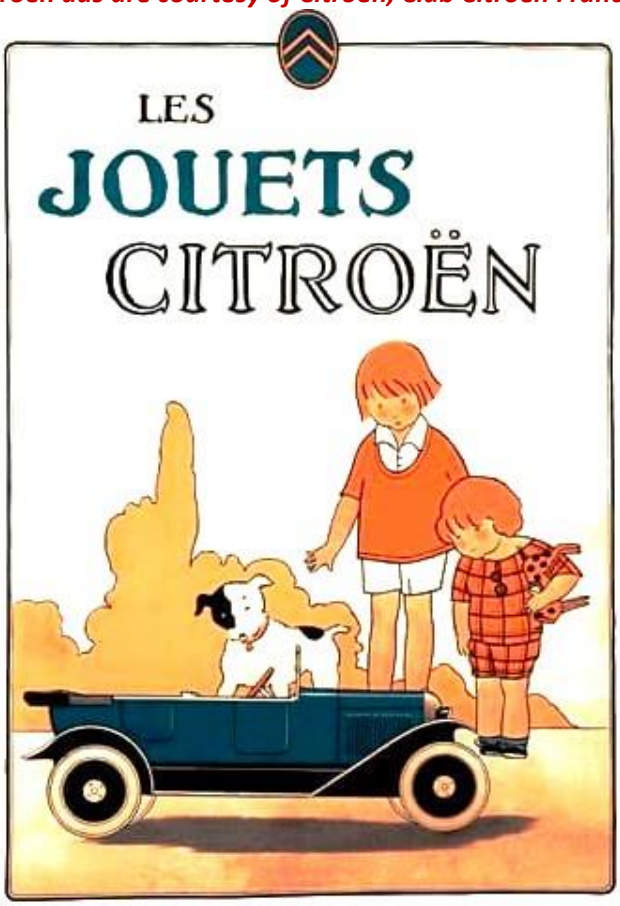
"Virtual" Model Competition: " Tractor" - Any scale and up to three (3) models.
1st……. Matt Campbell.....Fordson Power-Twin Motors tractors.....29 Points
2nd……. Mark Jenkins.....Ploughing Engine.....24 Points
Equal 3rd ....Paul Campbell.....David Brown Combine Harvester.....14 Points
And..... Brian Blyth.....Matchbox Britains.....14 Points

Next "Actual" Model Category - June: "Open" – Any scale and up to five (5) models.
Next "Virtual" Model Category - June: "Open" - Any scale and up to five (5) models but ONE PHOTO ONLY.

Meeting Closed: 8.10 pm.

---- Little snippet - CITROEN THE TOY MAKER ----

Not long ago we had an article in the Gearbox about the ***Austin J40 pedal cars*** that were manufactured in Austin's Junior Car factory in South Wales having opened in July 1949. Until recently, I was not aware that Citroen also produced pedal cars and toys, and it is a story of two different types of toy, Citroen *pedal cars* and Citroen *scale model cars.* ***[Attached pics of Citroen ads are courtesy of Citroen, Club Citroen France.]***



One of the reasons for the success of Citroen, besides their actual cars, was that Citroen's founder, Andre Citroen, was very conscious of the power of advertising. He arranged for the Eiffel Tower to be illuminated from top to bottom for the first time in 1925 with the letters CITROEN and, historically, this became the largest advertisement ever. This concept featured in the ***March 2024 Gearbox.*** He also targeted women in his advertisements with many posters showing a woman behind the wheel of his Citroens.

Going back to 1904 we find Paulin Ratier, a wood-work specialist and cabinet maker who had become the biggest maker of timber propellors for the growing aircraft industry. Having supplied thousands of propellers to the French Military in WW1, he could see the possibility of a downturn in his business with an end to the conflict looming. Post WW1 however, his company, *Helices Ratier*, started supplying car bodies and propellers to Marcel Leyat who was a producer of propellor driven vehicles. Unsurprisingly, though many orders had been taken in the early 1920's for Leyat's so-called `wingless plane,' few were made.

Still in the early 1920s, Paul Dreptin was the Technical Director at *Helices Ratier* and hit on another idea for the company and that was to make Citroens. However, this would be a scaled down version of the very popular small Citroen two-seater *Model C* and would be a *pedal car.* The car was reduced to about quarter size with the pedals operating the rear axle by a chain. It had proper pneumatic tyres with working electrics through a battery and was well built. It was christened as the ***`Citroenette'*** and available for sale in 1924, although the purchase price was quite high at one eighth of the price of the real vehicle. This issue didn't help sales which were quite slow, so a company salesman suggested to Ratier that he should offer two of the pedal cars to Andre Citroen for his children to try. The story goes that when the pedal cars were brought to Citroen, he watched a child pedal the little toy around and, though he didn't say anything initially, he subsequently put in an order for 3,000.

The astute Andre Citroen quickly took over the marketing of the Citroenette with Ratier producing the pedal car. Interestingly, Citroen had a great friendship with Michelin who supplied tyres for all Citroen cars, so the pedal cars were turned out without tyres so that Michelin could also supply tyres for the toy Citroen.

The whole pedal car business grew quickly. With a marketing advantage in his sights, and the pedal car being so close in appearance to the full size car, Andre Citroen placed Citroenettes in every showroom. Many thousands of the pedal cars were made in many colours and trim levels and were modified to reflect the new shape of any part of the real car. Special models were sold to celebrities and even European and Asian Royalty for their children. They were also used in many photographers studios as a backdrop and modified for children's fairground use.

By the end of 1926 though, Andre Citroen had decided to cease production of the Citroenette so *Helices Ratier* finished up production in 1927. Some believe it was because sales of the real car were so good that the cost of continuing production the expensive pedal car was too high for Citroen's advertising budget.

Of note, when researching the Citroenette, I found an old newspaper advertisement for the South Australian car sales firm, Maughan-Thiem, who were selling the Citroenette way back in the 1920s.

Then there was the Citroen model car. A French toy manufacturer, *SA Ets Migault*, was now under the control of the founder's Son, Fernard Migault, and he was an admirer of Citroen cars. His cousin made a scale model of the Citroen B2 and Migault met with Andre Citroen to show him the model. Migault is supposed to have suggested to Citroen that he might consider manufacturing toy models of various Citroen cars. From this meeting, the idea of producing scale models of Citroen cars as a promotional tool appealed to the ever enthusiastic Citroen and led to the formation of the *`Jouet Andre Citroen' [Andre Citroen Toy]* company in 1922.

A manufacturing agreement was drawn up between Migault, his family and his cousins with Citroen. It contained an exclusivity clause and the need for Migault to supply the manufacturing facilities and technical expertise to produce the toys. Earlier models were made with lead before the use of timber, metal and some plastics, especially as the company was also a pioneer in the use of plastics. Citroen also used real rubber tyres on the small wheels. The first model produced was a Citroen Type A taxi that came out in 1922 and was around 40cms in length. It was followed a year later by the Citroen B2, the company's top-of-the-line model. They did not have a motor initially, however later models became available with little spring type motors. The model cars became very popular, sales were massive, and the company grew so that in 1927 it became the *`Compagnie Industrielle du Jouet' [Manufacturing Company of Toys]* The models were not only sold in Citroen dealerships but ended up being sold in retail outlets as well.

In 1925, and due to the success of the Citroen toy models, Migault was able to arrange the production of models for other automakers such as Alfa Romero. Migault's models were generally in the 1:43 to 1:6 scales and in 1927 his company looked at a system similar to Meccano with models coming out as construction kits. ***See above advertising pic.*** The Citroen Toy catalogue included the full range of Citroen vehicles and, not only models of other automakers cars, but had a range of various van and truck models.

As history shows, Citroen became bankrupt in 1934 with the company being taken over by Michelin who would soon divest of the manufacture of model cars. `Compagnie Industrielle du Jouet' signed an amicable concluding agreement with Michelin and quickly started providing a similar model toy production business with Renault. *Terry.*

THE FORD MUSTANG – HOW IT STARTED - REVISITED.

This year is the 60th anniversary of the launch of the first Ford Mustang. So we are re-visiting a couple of old Gearbox articles on this iconic sports car. One was in the last Special Edition Gearbox and the second one here. Though slightly modified, this article was originally written for the 45th birthday of the Mustang. Terry.

Many motoring writers have said *`It was the right car at the right time.'* They were of course talking about the Ford Mustang, released in the United States on April 17, 1964, and known today as the 1964 ½ Mustang. Ford's boast is *`Mustang made it happen in the 60's and 70's and it is still making it happen today.'* The Pony car still conjures up interest in all motoring enthusiasts, including many members of the Hunter Model Auto Club. I know this because we have displayed and talked about Mustang models at our meetings.

However, there is a bit of history about the birth of this car and over the years I have been interested to learn more about it. As with most historical research, various stories and myths come to light and this is certainly the case with the Mustang. In fact, if you research the subject, you will find a number of scenarios in place that prompted Ford to produce the Mustang.

What is the truth? Hard to say. Here are some of the things I have uncovered over time in my search to piece together what actually happened. The information I found has been verified through Ford history sites as well as records from sports car magazines of that era.

Phillip Clark came up with the idea and design for a *two seater sports car* when at design school in California. He had seen horses running in the fields and he designed the icon for his car along these lines. Firstly, he offered the concept to General Motors. They said, `No thanks.' He then took it to Advanced Design and Research, where he was freelancing, and they decided to make a clay `mock-up' model of his design. Gene Bordinat, the Division Head of Ford's Lincoln Mercury group who used this company, saw the mock-up of the car and was very impressed.

It was at this point that Lee Iacocca, in charge of Ford product development in 1962, came onto the scene. Contrary to some stories stating that he was the `Ford Boss' and the `Father of the Mustang,' he didn't actually become Ford's President until October 1964, which was well after the release of the first production Mustang. Though there was a redesigned Falcon sedan in the pipeline, Iacocca also wanted a new sports car for the masses and that idea would eventually become the Mustang.

Development costs were a big consideration for a new sports car and a target price to the consumer was established by Ford at US $2500. It would weigh no more than 2,500 pounds, a bit over 1100 kilos and would be no more than 180 inches long. (4.57 metres) It must have four seats, a floor shift and a large option list to allow buyers to *`custom tailor the car to their individual personalities.'*

With this in mind, Iacocca gave the go ahead for Bordinat to commence project T-5, which was to produce a prototype sports car along the lines of ***Clark's two seater design.*** Subsequently, Bordinat formed an engineering team led by Herb Misch, Vice President of engineering, with production planning by Roy Lunn, a former racing car designer. They commenced development of the prototype in the Lincoln Mercury studios with the assistance of Phil Clark. The completed concept car had the running horse as the badge representation, though Bordinat asked the Ford designers, Jerome Malinowski and Clark to streamline it. This led to the one piece single running pony badge appearing, firstly on a second concept car ***(Mustang II)*** and finally, the first production Mustangs in 1964.

The previous pic shows the result of Project T5, a low, sleek, aluminium bodied show car with a V-4 engine, built-in roll bar and retractable headlights. The engine was mounted laterally behind the cockpit and was cooled by two radiators mounted behind air vents in front of the rear wheels. This concept car became known as the ***`Mustang 1'*** and sometimes referred to as the *Mustang 1 Show car.* The car was introduced in October 1962, at Watkins Glen race track, the venue of the US Grand Prix race. Both top F1 race car drivers Dan Gurney and Stirling Moss gave demonstration drives around the track and it created an enthusiastic reception from the racing fraternity. The motoring press also came on board and it became a sensation.

As an aside, the running horse logo has become synonymous with the Ford Mustang and when he came up with the first design, ***Phil Clark*** was 27 years old at the time and he was right handed. So, naturally he drew all his renderings from left to right and that is why he drew the pony facing left. In 2002, J. Mays, Ford Motor Company Vice President of Design, said that Bill Ford asked that research be done concerning Phil Clark's work on the Mustang. During that research, they discovered that a legacy of Clark's styling was the Mustang logo. Today, more than ten million Mustangs have been produced, each sporting Clark's emblem. Mustang emblems are found on virtually everything possible, from T-shirts to car mats and so the Mustang emblem is a wonderful legacy to Phil Clark.

Interestingly, Clark was regarded as a very talented designer by Bordinat, yet sadly, his name almost disappeared in time with regards to the development of the first Mustang. An article in `Motorcade Magazine' in 1963 actually shows Clark's designs for this concept car project. Luckily, his original designs and other material for the concept car were kept by his family and as mentioned above, were revealed by Ford in a display at the Mustang's 40th Anniversary celebrations in Nashville. Yet, for decades, the legacy of Phil Clark had been forgotten.

In fact, Phil was sent to Ford of England's Research & Engineering Centre in Essex in 1964, working for John Fallis and Roy Haynes in Design, and Stan Gillen, the American CEO of Ford of Britain. It appears that Clark worked on many other projects in the exterior design field such as the Ford Transit and the Zodiac and Zephyr, as well as contributing to design work coming out of the Merkenich studios of Ford of Germany.

As well, after finding early Clark renderings from his time in Europe, it has since been established that he had a large part in the design of the Ford Capri range when he had a spell at Ford's German design studio. Phil returned to the United States in 1967 due to an unknown kidney disease. He was on dialysis most of his adult life. He died in 1968 at the age of just 32, four short years after the release of the Mustang to the public in April 1964.

Another story I found has Ford designer, John Najjar, coming up with the concept of a small mid-engined sports car in 1962. He had claimed on many occasions that it was his design that became the *Mustang 1* car under Bordinat's direction.

This fact may also be correct to a degree, however, it doesn't match the story about Phillip Clark's initial idea and designs, as well as his pattern of the `pony' logo badge and his project design material Ford displayed at their 40th anniversary celebrations of the Mustang.

Back to the Mustang. Post the ***Mustang 1***, Iacocca still wanted a high volume seller developed and that meant a four seater. Mr. Ford was not in favour of this vehicle, however, Iacocca talked him around and he quickly appointed Ford design studio chief, Joe Oros and Donald Frey to design the production car that became the iconic Ford Mustang. The names Jim Quinlan, Jerry Malinowski and Phil Clark have popped up as the men also involved in this new project. As it transpired, some of Clark's earlier design cues were used on the 1964 ½ Mustang, such as the iconic air scoops and the `pony' logo badge. Oros, who had co-designed the 1949 Ford, won industrial awards for his final design of the new Mustang and he went on to supervise the design of all new Ford vehicles for the next 12 years.

Najjar, who worked on the interior for the final production cars, also claims that a second concept mustang, the ***Mustang II,*** shown to the public in 1963, actually came ***after*** the production design of the 1964 ½ car had been completed. His story was that Bordinat wanted to show the public that the final production Mustang was a logical development from the ***Mustang I*** car. Hence one of the new Mustang production car prototypes was customized to make the ***`Mustang II' (Shown in the final pic below.)*** Other writers have stated that the ***Mustang II*** actually debuted ***before*** final design modifications were completed for the production car, now due in March 1964.

Another case of conflicting historical `facts' again, but in any case, the ***Mustang I*** was used by Ford as the forerunner of the newly skinned Falcon range and over a two year period, was constantly in the public spotlight. You know the saying `Mustang bred Falcon.' (This little ditty was carried over to the release of the Australian XR model Ford Falcon.) The ***Mustang II*** was then developed and shown in 1963 as an *`allusion'* by Ford to promote the release of the new Ford Mustang the following year, 1964. Here you can see Iacocca's logic of progressing from what were basically concept cars, the *Mustang 1 to the Mustang 2,* through to the final *1964 ½ production model*. And this was despite the fact that both of these concept type Mustangs shared very little design elements with each other.

It may well be that the ***Mustang II*** was a pre-production prototype that was modified and customized to give the impression of being an exotic must-have sports car to generate potential buyers for the production model upon release. However, in my opinion, though pretty much almost identical to the final Mustang models, it was a beautiful beast and it survived the crusher. The ***Mustang II*** is now on loan to the Owls Head Museum, in Maine USA where it is on display and the ***Mustang 1*** is on display in the Henry Ford Museum.

No doubt Iacocca can justifiably be called the *`Father of the Mustang'* as he assigned the money and the people to develop the concept to fruition. Today, the Mustang is central to America's muscle car obsession and why not, after all, it only took 18 months from its release to chalk up 1 million sales and is still going strong.

The Mustang II – A show car based on the final Mustang released in 1964

MORRIS MARINA – *Boringly conventional*

The latest addition to my library is **Giles Chapman's** British book *`Cars we loved in the 1970s.'* I have his books about cars we loved in the 1950s and 1960s and decided to check this one out. As an aside, unlike his earlier books, so many of the 1970s automobiles mentioned in his book were never available in Australia, but many of those that were pretty much unknown to me previously, made for an interesting read. In his 1970's edition, Giles states that British Leyland's Morris Marina was designed to be *`boringly conventional'* even though it seems to have ended up being a reasonably successful British Leyland car. ***The lead-in pic and the final pic are of a 1976 to 1978 Morris Marina modelled by Cult Models in 1:18 scale diecast.***

The Marina was the first all new car released under the new Leyland banner and was aimed at toppling Ford, particularly their Cortina models. Leyland decided that to achieve this they would turn out a car with similar characteristics to the Fords, so it would have to be a roomy rear wheel drive machine with a hint of North American automobile styling. Also, the Marina was different to most Leyland four cylinder cars of that era as it would ***not*** be front-wheel driven. Leyland indicated that the Marina was to be simple but rugged, and would have to fight off the reputation that Leyland had acquired of seemingly nearly always turning out unreliable automobiles.

The problem for Leyland was that the idea of creating a larger sedan on a front wheel drive platform would be very expensive. They weren't as advanced as Ford's technological and engineering capabilities were at that point in time, and financially, were still well and truly under the thumb of the bean counters.

When released in mid-1971, motoring journalists who drove the early versions felt that the handling was dangerous due to terrible understeer issues from a poorly designed front suspension. This was attributed to Leyland using the front suspension from the old Morris Minor. However, **Chapman** wrote that, *`once the suspension was revised and the production line workers were not on strike, it wasn't such a bad car.'* And for the Brits, it did turn out to be a popular car and toppled Ford's Escort into second place in UK car sales in 1973, though in overall sales, it came second to Ford that year. In two other years it managed to come in third and fourth place behind the Escort. The Marina was produced as a four door sedan, a station wagon and a two door coupe as modelled by Corgi shown in ***the next pic.*** Including its export sales, there were 1.2 million Marina models produced.

In early 1972, the Marina became available in Australia with one of their advertising statements saying it was ***`Made in Australia for Australians.'*** There were slight differences in styling for the Aussie version as well.

Pic taken from a Leyland Australia advertisement.

Unique Cars Australia wrote that, *`The local plan was to use the Marina to establish Leyland Australia as a valid and powerful new player in the rear-drive medium class, burying the reliability and complexity issues of the British front-drive models forever. The Marina succeeded in this area at least, generating better local sales than its front drive predecessors.'*

Its release was delayed out here as Leyland Australia were still developing their *`Aussie'* version which had to be suitable for local conditions, a practice that had worked well in the past for BMC when introducing an all new model into Oz. There had been plenty of work done to the suspension and they had also decided to use the larger 1,500cc and 1,750cc capacity E-series engines in the Australian models rather than the smaller B-series used in the UK. Some motoring writers believed that the E-Series was a smoother motor, and in any case the E-series engines had already been used in both transverse form in front wheel drive, and in longitudinal form in rear wheel drive cars. Late in 1973, Leyland fitted the six-cylinder engine from the P76 into the Marina's engine bay.

In Australia, around 30,000 Marinas would be produced at Zetland over a 2 ½ year period and considering that the Austin 1800 model sold 57,000 over a five year period, this wasn't a bad result for the Marina. Of course it was released at a time when the Japanese were starting to bite hard at Australia's small car market with vehicles like the Corolla. One of the attractions for potential Corolla buyers were the many little items and accessories that came standard on their models; that was something the Marina would have to contend with. Also in the competition mix were the last of Holden's popular L C Torana models. They came in both a four cylinder engined version and the longer bodied six cylinder models and were soon followed up by their replacement, the new L J models in similar specs as far as vehicle size went.

But the Marina's big issue soon after its local release was the suspension again. Its reputation in Australia was certainly much less than ***`boringly conventional.'*** In fact, nearly everything written by Aussie motoring journalists initially about the Morris Marina produced out here, indicates that it had been poorly assembled and boasted terrible handling qualities. **Drive.com.au** wrote that *`The Marina seemed to have been built by people who had far more interesting things to do.'* Another motoring journalist was quoted as saying that the jarring when driven was so bad, it hurried along all the body parts that were already thinking of leaving. I Found this comment interesting considering the work spent on upgrading the suspension. So that is where ***we*** leave the Marina. *Terry.*